

Paninsular & Oriental Steam Navigation Company.

ROYAL MAIL


STEAMERS.



AUSTRALIA, TASMANIA,

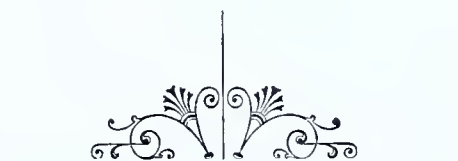
NEW ZEALAND.

GUIDE BOOK FOR PASSENGERS.
PRINTED FOR THE **CHICAGO EXHIBITION 1893.**
The Principal Office — 122, LEADENHALL STREET, LONDON, E.C.
CHICAGO AGENCY — Thos. Cook & Son, 234, South Clark Street.



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Peninsular & Oriental

STEAM NAVIGATION COMPANY'S

GUIDE BOOK FOR PASSENGERS.





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F L E E T

OF THE

Peninsular and Oriental Steam Navigation Company.

	Registered Tonnage.	Effective Horse-Power.		Registered Tonnage.	Effective Horse-Power.
AUSTRALIA	6901	10,000	ADEN	3925	3000
HIMALAYA	6898	10,000	MIRZAPORE	3913	4000
ARCADIA	6362	7500	PEKIN	3908	4000
OCEANA	6362	7500	KHEDIVE	3890	4000
VICTORIA	6268	7500	BRINDISI	3553	2800
BRITANNIA	6257	7500	ROSETTA	3525	3500
ROME	5545	6000	ROHILLA	3511	3500
ORIENTAL	5045	6000	RAVENNA	3386	3500
PENINSULAR	5045	6000	BOMBAY	3216	2500
CARTHAGE	5013	5250	SHANGHAI	3216	2500
VALETTA	4919	5250	CANTON	3171	2500
MASSILIA	4918	5250	ANCONA	3142	3500
PARRAMATTA ...	4771	5000	SURAT	3142	2600
BALLAARAT	4748	5000	VERONA	3130	3500
BENGAL	4499	4500	ASSAM	3060	3000
COROMANDEL ...	4499	4500	SIAM	3050	3000
CHUSAN	4496	4500	HYDASPES	2996	2500
MANILA	4210	3000	CATHAY	2995	2500
GANGES	4206	4500	MALWA	2970	2500
SUTLEJ	4205	4500	NIZAM	2735	2500
SHANNON	4189	4500	GWALIOR	2733	2500
CLYDE	4136	4500	LOMBARDY	2726	2500
THAMES	4113	4500	VENETIA	2726	2500
JAVA	4093	3000	THIBET	2622	2000
FORMOSA	4045	3000	TEHERAN	2622	2000
MALACCA	4045	3000	* * * Building...	4200	3000
KAISAR-I-HIND...	4029	4000			
PESHAWUR	3927	4000			
				221,807	225,650

Peninsular & Oriental

Steam Navigation Company.



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SECRETARY.

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Head Office - 122, LEADENHALL STREET, LONDON, E.C.

AGENTS IN AMERICA FOR PASSAGE BUSINESS.

CHICAGO ... THOS. COOK & SON, 234, South Clark Street.

NEW YORK ... Thos. Cook & Son, 261, Broadway.

SAN FRANCISCO... Thos. Cook & Son, 621, Market Street.

PRINCIPAL AGENTS ABROAD.

ADELAIDE ... ELDER, SMITH & Co.

ADEN ... F. G. DAVIDSON.

ALEXANDRIA ... T. C. SPARKES.

BOMBAY ... H. W. ULOTH.

BRINDISI ... D. LOW.

CALCUTTA ... E. TRELAWNY.

CEYLON (COLOMBO) F. BAYLEY.

HIOGO (KOBÉ) ... A. WOOLFEY.

HONG KONG ... H. H. JOSEPH.

MALTA ... COOPER KIRTON.

MELBOURNE ... GEO. WITHERS.

PORT SAID... G. ROYLE.

SHANGHAI... H. RITCHIE.

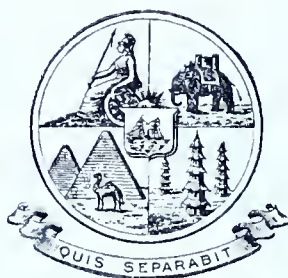
SINGAPORE ... G. KING.

SYDNEY ... G. D. MICHIE.

YOKOHAMA ... J. RICKETT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.



CARRYING HER MAJESTY'S MAILS

FROM ENGLAND

TO

The Mediterranean, Egypt, India, Ceylon,

The Straits, China, Japan,

The Australian Colonies, Tasmania and New Zealand.

The PENINSULAR AND ORIENTAL COMPANY despatches
its Mail Steamers as follows :—

From **LONDON :**

Weekly to Gibraltar, Malta, Brindisi, Port Said, Ismailia, Aden, Kurrachee, and Bombay.

Fortnightly to Naples, Alexandria, Colombo, Madras, Calcutta, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo, and Yokohama.

Fortnightly to Persian Gulf and Burmese Ports, Manila, Batavia, and Ports in the Dutch Archipelago.

Fortnightly to King George's Sound, Adelaide, Melbourne, and Sydney, and all Ports in Australia, Tasmania, and New Zealand.

From **BRINDISI :**

Every Sunday Evening, via the Suez Canal, to Port Said and Ismailia, Aden, Kurrachee, and Bombay.

Every Alternate Sunday Evening, via the Suez Canal, to Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo, Yokohama, King George's Sound, Adelaide, Melbourne, Sydney, Tasmania, Queensland, and New Zealand.

Fortnightly to Alexandria.

From **NAPLES** and **GENOA** :

Fortnightly to Alexandria.

Fortnightly, during the season, to all the Company's Eastern Ports.

From **MARSEILLES** :

Fortnightly to Plymouth and London.

Fortnightly (during the Season) to Aden and Bombay.

SERVICES FROM THE EAST.

From **YOKOHAMA** (JAPAN) :

Fortnightly to Kobé, Nagasaki, Hong Kong and all parts of the Straits Settlements, Ceylon, India, Egypt, Italy, and England.

From **SHANGHAI** and **HONG KONG** :

Fortnightly to Singapore, Penang, Colombo, Bombay, Aden, Ismailia, Port Said, Brindisi, Malta, Marseilles, Gibraltar, Plymouth, and London.

Also to Madras, Calcutta, and all Australian and New Zealand Ports via Colombo.

From **CALCUTTA** and **CEYLON** (Colombo) :

Fortnightly to Aden, Ismailia, Port Said, Marseilles, Plymouth, and London.

From **BOMBAY** :

Weekly to Aden, Egypt, Italy, Mediterranean Ports, and London.

From **SYDNEY, MELBOURNE, and ADELAIDE** :

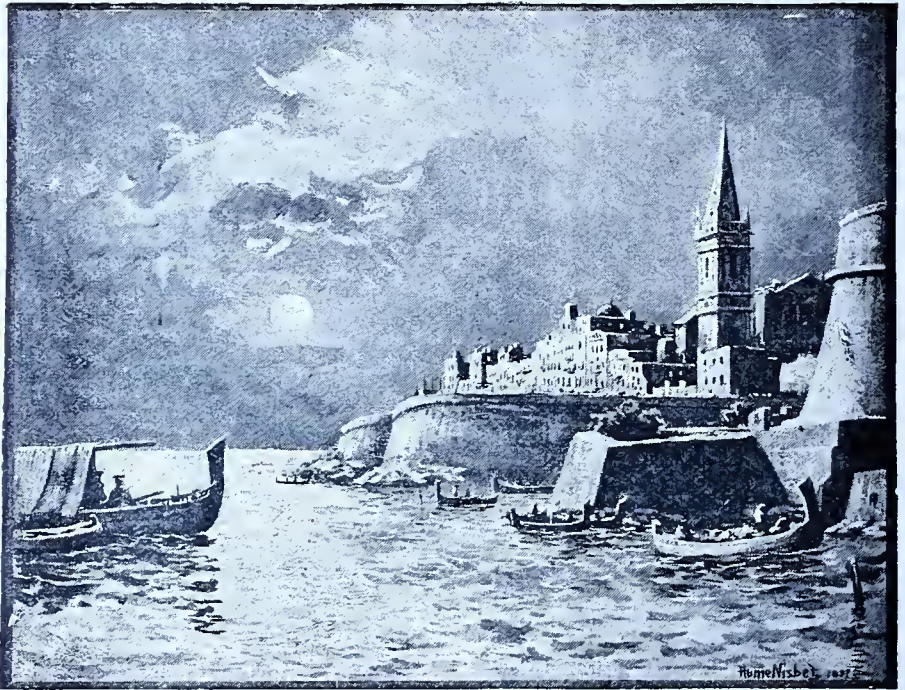
Fortnightly to Colombo, Aden, Ismailia, Port Said, Brindisi, Malta, Gibraltar, Plymouth, and London.

Also, via Colombo, to Bombay, Madras, Calcutta, The Straits, China, and Japan.

Through Booking to and from all parts of the United States and Canada in connection with the above Services.

Round the World and Combination Tickets issued at reduced rates.

For Rates of Passage Money, &c., see pages 18 and 19.



St. Elmo, Malta, by Moonlight.

OUTWARD SERVICES.

MEDITERRANEAN LINES.

GIBRALTAR, MALTA, BRINDISI, PORT SAID AND ISMAILIA, from London every Thursday or Friday.—Passengers arrive at Gibraltar in about four ; Malta, eight ; Brindisi, nine ; and Port Said and Ismailia in about twelve days from London.

Passengers are booked from London for Port Said and Ismailia in the Company's weekly Steamers from London, and fortnightly from Naples when the Steamers are calling there.

The Company has made arrangements whereby Passengers landing at Ismailia will have their baggage examined while the Steamer is passing down the Canal, but Passengers must see that all their baggage is got up on the deck of the Steamer, and they must be present at the examination by the Customs' officials on board.

Express Trains are at present leaving Ismailia for Cairo each day at 0.41 p.m. and 6.31 p.m.

NAPLES.—The Company's Steamers bound to Calcutta leave London every alternate Friday throughout the Season for Naples, calling at Gibraltar en route, and arriving at Naples within nine days, but this Naples service is discontinued during the months of March to August inclusive.

MARSEILLES.—The Company's Steamers leave London for Marseilles at intervals during the season, and Marseilles for Plymouth and London usually every fortnight.

ALEXANDRIA, THE MOST CONVENIENT PORT FOR CAIRO AND THE NILE, &c.—The direct and most rapid route to Egypt is from Brindisi to Alexandria by the Company's service leaving Brindisi once a fortnight, and these Steamers will connect with the Company's Special Express Train referred to on a later page. Transit from Brindisi 72 hours, or from London *viâ* the Continent 120 hours. Tickets for the through railway and sea journey are issued at the Company's Office. Time of departure from Brindisi of these Alexandria boats every alternate Sunday at 5 p.m., as soon as the "P. & O. Express" has arrived.

GENOA AND NAPLES TO ALEXANDRIA.—In addition to the Fortnightly Service, *viâ* Brindisi, there is a Fortnightly Service from Genoa and Naples to Alexandria.

LONDON TO ALEXANDRIA BY SEA.—In addition to the services from the above-mentioned Italian Ports, Passengers will be conveyed in the Steamers by sea from London to Brindisi, for transfer there to the Local Steamers bound to Alexandria.



Bombay Harbour.

INDIAN LINES.

BOMBAY, KURRACHEE AND ADEN, from London every Week.—Passengers for Aden and Bombay are conveyed by the Company's Steamers leaving London every Thursday (or Friday),

and Brindisi every Sunday evening as soon as the Mails are on board. Passengers for Kurrachee, Gwador, Muscat and Persian Gulf Ports proceed in the Company's Steamers to Bombay, and thence at the Company's expense in a local Steamer to destination. Particulars as to the fares to Kurrachee, Gwador, Muscat and Persian Gulf Ports are given on page 18.

On arrival at Bombay the Steamers proceed direct into the Prince's Dock, when the tides allow of it ; otherwise, Passengers will be landed at the *Apollo Bunder* in Steam Launches provided by the Company.

For the convenience of Passengers, the Company issue Railway Tickets at local fares from Bombay to the principal Stations on the Great Indian Peninsula, East Indian, Madras, Scinde, Bombay, Baroda and Central India, Eastern Bengal State, and Rajpootana Railways.

Passengers are also booked through via Aden to Zanzibar and via Bombay to Muscat, Gwador, Bunder Abbas, Linga, Bushire, Bussorah, Carwar, Mangalore, Cannanore, Calicut, Beypore, Cochin, Narrakal and Tuticorin.

BOMBAY FROM BRINDISI EVERY WEEK, OVERLAND MAIL ROUTE TO THE EAST.—The Company maintains a Weekly Service between Brindisi and Bombay, the Steamers leaving the former Port every Sunday Evening as soon as the Mails are on board.

The P. & O. Company has a Contract with the various Railways concerned and the Wagons-Lits Company for the running of a Special Train for the Company's Passengers to Brindisi, known as the "P. & O. Brindisi Express." This Special Train runs from London in connection with the Paris Club Train of the London-Chatham, and South Eastern Companies from Victoria and Charing Cross, leaving both stations at 3 p.m. on Fridays. The train from Calais—which now consists of Sleeping Cars for up to 60 Passengers according to the demand, and a Restaurant Car, the whole being of the most modern description, fitted with every convenience, having been specially built for this service—runs express via Paris, and is timed to arrive at Brindisi at 4 p.m. on Sunday, so that Passengers proceeding overland to the East go on board the Mail Steamers waiting in Brindisi Harbour comfortably during daylight. There is no change of carriage throughout the whole distance from Calais to Brindisi, hot meals being served in the dining saloon during transit.

BOMBAY TO CEYLON, THE STRAITS, CHINA, JAPAN AND AUSTRALIA.—The Company maintains a Fortnightly communication between Bombay and Ceylon, the Straits, China and Japan, connecting generally at Colombo with the Company's Mail Steamers to Calcutta, Australia and New Zealand.

N.B.—As it occasionally happens that there is no corresponding Steamer between Bombay and Colombo and *vice versa* in connection with the Outward and Homeward Steamers to and from Australia, Passengers are requested to satisfy themselves before embarking as to the connection between Bombay and Australia and *vice versa*.

CALCUTTA, MADRAS AND COLOMBO, from London and Naples every Fortnight.—Passengers for Calcutta, Madras and Colombo are conveyed by the Company's Steamers generally leaving London every alternate Friday, and Naples every alternate Sunday.

When the Steamers omit calling at Madras in the slack season of the year (or whenever the route via Bombay is preferred), this traffic is provided for by the conveyance of Passengers to Bombay, and thence by rail to Madras, the Company providing the railway ticket across India without any charge. A weekly service to Madras via Bombay is thus afforded.

Passengers are booked through to Negapatam, Masulipatam, Coconada, Bimlipatam, Vizagapatam, Chittagong, Akyab, Rangoon and Moulmein.



Singapore Harbour.

STRAITS, CHINA and JAPAN LINES.

PENANG, SINGAPORE, HONG KONG, SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA, from London every alternate Thursday or Friday ; from Brindisi every alternate Sunday evening.

Passengers for Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo and Yokohama, are conveyed by the Company's Steamers leaving London every alternate Thursday or Friday, and Brindisi every alternate Sunday evening as soon as the Mails are on board, and at Colombo will transfer to another of the Company's Steamers proceeding direct to Hong Kong and Shanghai.

From Hong Kong, Passengers for Japan proceed by another Vessel, the route adopted is via Nagasaki and the Inland Sea to Yokohama.

Passengers are booked through to all Ports in Japan in connection with the Nippon-Yusen-Kaisha (Japanese Mail Company) services.

LONDON TO CHINA VIA BURMAH.—The Company has made an arrangement by which Passengers can be booked by the Company's Steamers to Bombay, thence across India by rail, proceeding from Calcutta by British India Steamer via Rangoon to Penang or Singapore, there joining the P. & O. Steamer for China and Japan.

Through fare by this route from London to Penang or Singapore, £80 ; from London to Hong Kong, £83 ; from London to Shanghai or Japan, £88.

LONDON TO HONG KONG VIA AUSTRALIA.—Through Tickets are now issued to Hong Kong via Australia and Torres Straits, under an arrangement between the Eastern and Australian Company and the Company. Through Fare, £95.

The same fare is quoted from Sydney to London via Hong Kong, with £10 extra if the trip from Hong Kong to Yokohama and back is made.

MANILA, BATAVIA AND PORTS IN THE DUTCH ARCHIPELAGO.—Arrangements have been made for the through-booking and conveyance of Passengers from Singapore to Samarang, Sourabaya, Padang, Macassar and Batavia, by the Steamers of the Netherlands India Steam Navigation Company, and from Hong Kong to Manila. (See reduced rates of passage money, page 18.)

AUSTRALIA, NEW ZEALAND, TASMANIA and BRISBANE.

From London every alternate Thursday or Friday ; from Brindisi every alternate Sunday Evening.

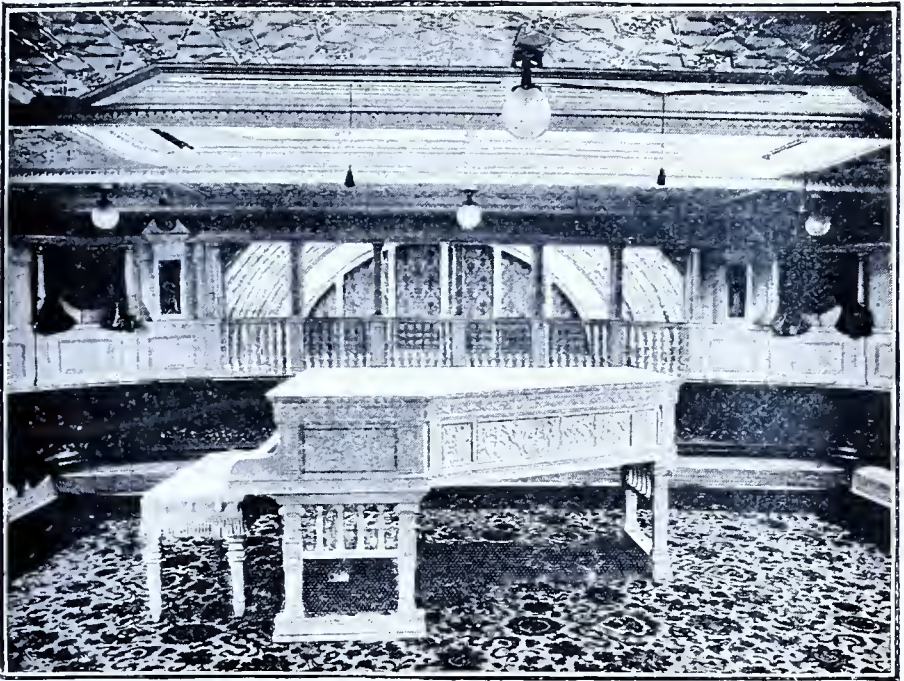
Passengers for King George's Sound (Western Australia), Adelaide (Semaphore), Melbourne, Sydney, Brisbane and Queensland Ports, New Zealand, Hobart and Launceston, leave London every alternate Thursday or Friday, Brindisi every alternate Sunday Evening as soon as the Mails are on board.

WEST AUSTRALIA.—Passengers for Perth are landed at the Wharf, King George's Sound, by Steam Tender, free of charge, and can proceed by Train to Perth.

ADELAIDE.—Passengers booked for Adelaide are landed at the Largs Bay Jetty (Semaphore Anchorage) in steam tenders, at the expense of the P. & O. Company. The Semaphore is about thirty-five minutes by rail from Adelaide, and during the stay of the Steamers launches and trains run at frequent intervals.

Passengers arriving by ocean steamer at Adelaide can obtain tickets between that city and Melbourne at the following reduced rates on production of a certificate from the Purser of the Steamer stating they are bona-fide passengers by such vessel, viz., £2 10s First Class, £1 10s Second Class.

Under arrangements made by the Railway Commissioners and the Tug Company, Return Tickets are now issued between the Steamers and Adelaide at through fares of 2s 6d First Class and 2s Second Class.



End of Drawing Room in S.S. "Arcadia."

MELBOURNE.—Passengers land at the Port Melbourne Railway Pier, from whence they are conveyed to Melbourne by train—distance about $1\frac{1}{2}$ miles.

Passengers arriving at Melbourne by the Inward Mail Steamer booked through to Sydney, preferring to perform the rest of the journey overland, will, provided they obtain a certificate from the Company's Agent, be booked at the following rates: Single—First Class £2 14s, Second Class £2 0s 6d; Return—First Class £4 1s, Second Class £3 0s 8d.

SYDNEY.—The Company's Steamers on arrival go alongside a wharf at the Circular Quay, one of the most convenient situations in the Port, and land Passengers and Cargo there.

NEW ZEALAND.—Passengers for New Zealand transfer at Melbourne or Sydney, according to Port of destination, to the inter-colonial Steamers of the Union Steamship Company of New Zealand.

The Ports to which Through Tickets are issued are The Bluff, Port Chalmers, Auckland, Nelson, Picton, Greymouth, Lyttleton, Wellington, Taranaki, Napier, Gisborne, Tauranga.

TASMANIA.—The Steamers of the Union Company of New Zealand leave Melbourne frequently for Hobart and Launceston, and one usually starts as soon as possible after the arrival of the P. & O. Mail Steamer. The usual services are tri-weekly to and from Launceston, weekly to Hobart.

BRISBANE AND AUSTRALASIAN PORTS.—Passengers booked through to these Ports proceed in one of the local Steamers from Sydney, particulars of which can be obtained from the Company's Agent at Sydney. To those Passengers who prefer travelling by rail to Brisbane, instead of being franked by coastal Steamer, the Company's Agents will allow the amount of the Steamer fare in cash.

PORT DARWIN.—Passengers are booked through to Port Darwin, proceeding from Sydney to destination by the Steamers of the Eastern and Australian Company. Through Fare, £80.

N.B.—The baggage of all Passengers booked through to New Zealand and Queensland is carried round to the respective Wharves at Sydney at the Company's expense, but at the Passengers' risk.

SERVICES FROM THE EAST.

From JAPAN and CHINA.

The Company's Steamers usually leave Yokohama every alternate Saturday for Hiogo, Nagasaki, and Hong Kong, connecting there with the Trunk Line Mail Steamer for India, Egypt, Mediterranean Ports and England.

The day of departure from Shanghai is every alternate Saturday, Hong Kong every alternate Thursday, and the Steamer proceeds via Singapore, Penang, and Colombo (connecting there with the Australian and Indian Services), Aden, Egypt, Brindisi, Malta and Gibraltar or Marseilles, and Plymouth and London.

From INDIA and CEYLON.

The departures from Indian Ports are as follows :—

From Calcutta, usually every alternate Thursday or Friday for Egypt, Marseilles, Plymouth and London.

From Colombo every Fortnight for Bombay, Aden, Ismailia, Port Said, Brindisi, Malta, Gibraltar and London, and for Marseilles, Plymouth and London.

From Bombay every Week (Friday or Saturday) for Aden, Egypt, Brindisi, Malta, Gibraltar, Plymouth and London.

From AUSTRALIA.

The Company's Steamers leave Sydney, Melbourne and Adelaide every Fortnight for Ceylon, Aden, Egypt, Brindisi, Malta, Gibraltar, Plymouth and London.

From PORT SAID and ALEXANDRIA.

The Company's Steamers proceed from Port Said to Brindisi, Malta, Gibraltar, Plymouth and London, and to Marseilles; also from Alexandria to Naples and Genoa, and to Brindisi at regular intervals.

BRINDISI.—On arrival at Brindisi the Company's Agent boards the Steamer immediately she comes alongside, and gives all information as to trains, &c. He is accompanied by the Company's Commissionnaire, who will aid passengers by interpreting for them and assist them in passing their baggage through the Customs and at the Station.

The "P. & O. Express Train" for Paris and London leaves Brindisi shortly after the arrival of the Mail Steamer.

CHEAP RETURN TICKETS are issued to all the Company's Ports at greatly reduced Rates. Through and Round-the-World bookings from all parts of America to Japan, China, Australia, India, and Egypt, at reduced fares.

ROUND-THE-WORLD by P. & O. and CANADIAN PACIFIC.

The P. & O. Company have entered into an arrangement with the Canadian Pacific Railway Company and the various Atlantic Steam Ship Companies for through Round-the-World traffic, connecting in either direction at Hong Kong, Shanghai or Yokohama with the C. P. Steamer for or from Vancouver. Round, First-Class Fare £125.

The route is via Suez Canal, Colombo, Singapore, Hong Kong, Shanghai, Yokohama, Vancouver to Montreal, Quebec, Halifax or New York, to Liverpool and London or *vice versa*.

Passengers can be booked from Chicago during the period covered by the Exhibition without extra charge.

Meals and Sleeping Berths on the Rail Journey may be included on payment of £6 3s 4d in addition to the fare.



GENERAL INFORMATION FOR PASSENGERS.

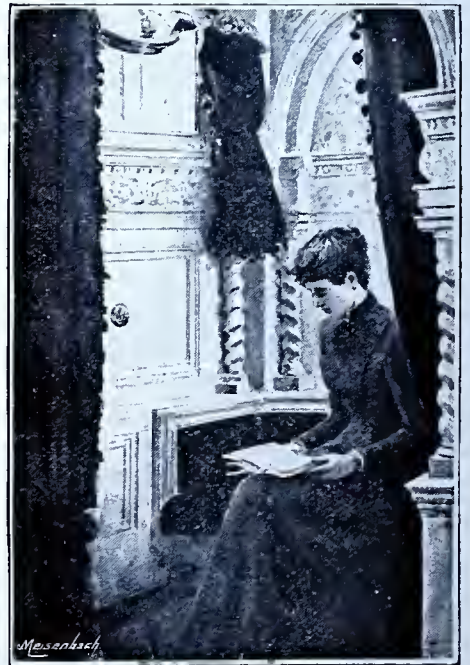
The Company's Steamers, except on some of the local lines, carry only First and Second Saloon Passengers, and the large number of Passengers conveyed annually in the Company's Steamers testifies to their great popularity, while the roomy Cabin and Deck accommodation provided gives an additional reason for this marked preference.

The Company owns no less than 54 large Steamers, aggregating 221,807 tons, and by every means in its power lays itself out to meet every possible demand from its constituents. The advantage of travelling in a large and full-powered Mail Steamer carrying only Saloon Passengers is manifest. The Steamers are of great size, and make most successful and rapid runs to and from all parts of the East.

The Steamers' Saloons and Cabins are fitted throughout with the Electric Light, and the Cabins provided with every requisite, including bedding. The Table is most liberally supplied with fresh meat, poultry, fresh fruit and vegetables of the finest quality; the attendance is relegated to an efficient staff of English Stewards and well-trained Stewardesses.

Each Steamer carries an experienced Medical Officer, who, as Surgeon of a Steamer carrying Her Majesty's Mails, must possess the highest Medical qualifications, besides being approved by the Officials of the Post Office and the Company's Medical Adviser.

Both the First and Second Saloon accommodation is pro-



Alcove in Saloon of S.S. "Australia."

vided with ample bath-rooms, bar and pantry for serving, Piano, and also with comfortable smoking rooms on the upper deck.

Bedding, Linen, and all requisite Cabin Furniture are provided in the Steamers at the Company's expense, together with the attendance of experienced male and female Servants.

The Company's Steamers in the course of one year traverse a distance of nearly 2,600,000 miles ; and although this immense distance is performed in every variety of weather and climate, the Providential immunity which the Company's Steamers have enjoyed from maritime accident is happily a matter too well known to travellers to need special reference. The safety of the large number of Passengers proceeding in the Company's Vessels has always been a point to which the utmost attention has been paid, both in the design and construction of the Company's Mail Packets, and in the provision of all that scientific skill and forethought can accomplish, in the division of the ships into numerous watertight compartments, &c., &c., so as to ensure that they are in all respects most perfect vessels. The fact that a considerable number of the Company's Steamers have been constructed to meet all the very strict requirements of the Government, and have been retained to serve as Armed Cruisers speaks for itself, and shows that great care has been exercised to this end.

DEPARTURE FROM INTERMEDIATE PORTS.—Passengers are requested to note that the Steamers frequently leave the Intermediate Ports in advance of the dates given in the Company's published Time Table, and are recommended to enquire of the local Agents as to the probable actual date of departure.

PASSAGE TICKET.—Passages are only engaged on the terms stated on the Company's Passage Ticket, Handbooks, &c.

PASSENGERS.—The Company's Rates of Passage Money are for the sea passage only. They include Steward's Fees and Table, but not Wines, Spirits, and Beer, which can be purchased on board at moderate prices. Dollars and Rupees will be received in payment of accounts due by Passengers from India and China at a rate of exchange to be fixed by the Company from time to time. Westward of Suez all payments are to be made in sterling.

Passengers will have to defray their own expenses for Hotels, in the event of any detention, and in all cases in which the Company's Ships may be placed in Quarantine, First Saloon Passengers will be charged 10s, and Second Saloon Passengers 5s per day for their maintenance on board during the detention of the Ship.

If, by reason of disease, bodily or mental, any Passenger is pronounced, on the written certificate of the Ship's Surgeon, to be unfit to proceed or likely to endanger the general health or safety on board, the Company shall have the absolute right to reland such

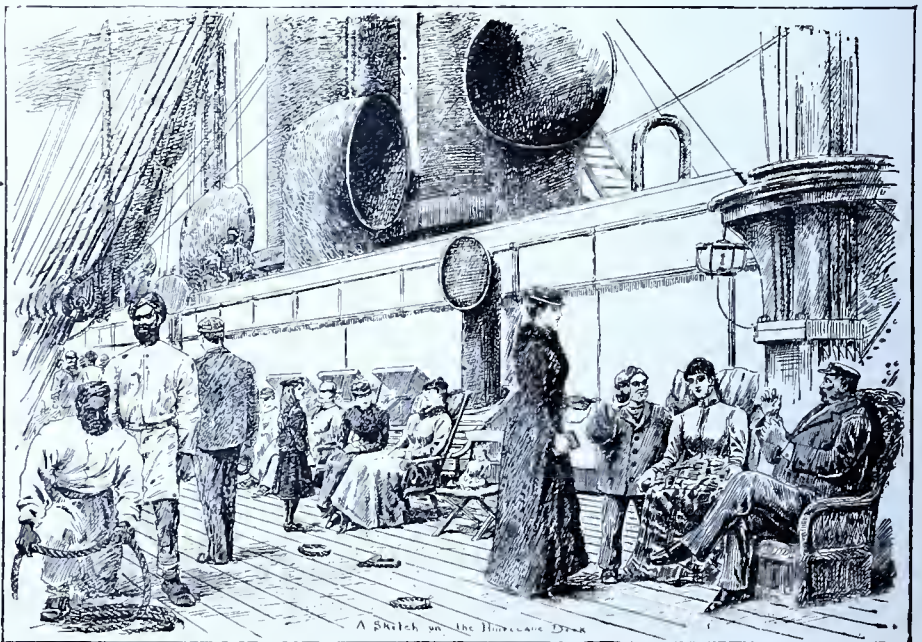
Passenger or to disembark him at any Intermediate Port at his sole cost, the Company engaging to convey him to his destination after convalescence.

The Ship to be allowed to deviate for any purpose, in any manner and to any extent.

Passengers holding Single Tickets issued for or from a Port beyond India or Ceylon can break the journey at any Port *en route*, and resume it by any Steamer by which the Company's Agent can provide room, but must complete the voyage covered by the Ticket within twelve months from the date of embarkation. No Ticket will be recognised as valid unless this condition be complied with.

Passengers holding Return Tickets to or from a Port East of Suez, can break the journey at any Port *en route* and join any other Ships in which the Company's Agent may be able to find vacant berths, provided the period for which the Return Ticket is available is not thereby exceeded.

Passengers breaking their journey under the above arrangements, should give early intimation to the Company's Agent where they make a break of journey, as to when they wish to continue their voyage. The Company will make every effort to provide the accommodation required in such cases, but cannot be held responsible if it is found impossible to do so by reason of the ships being full or from other causes. Passengers to or from the Mediterranean Ports are not allowed to break the journey, except with the permission of the Company or its Agents.



A Sketch on the Hurricane Deck, S.S. "Arcadia."

BAGGAGE.

All Baggage is at Passengers' risk unless insured, but insurance on Baggage and Personal Effects can be effected through the Company's Offices, at rates to be ascertained from any of the Company's Agents.

All Baggage should be packed in Leather Portmanteaux or Trunks, marked with the Owner's name and Port of Destination in Paint, in full, and fastened securely with case locks, as padlocks and leather straps are liable to damage.

The Baggage of Passengers must contain only their personal effects ; Packages containing Jewellery, Plate, and other valuables, must be specially declared and registered prior to shipment, and Freight paid thereon. Any infringement of these regulations will subject the Packages to detention for Freight by the Company's Agents.

First Saloon Passengers are allowed on board 336 lb of *personal* Baggage free of Freight ; Children of First Saloon Passengers (over three and under twelve years), Second Saloon Passengers and Servants, 168 lb ; Children of Second Saloon Passengers (over three and under twelve years), 84 lb each.

The Portmanteau for Cabin use should not exceed 3 ft. in length, 1 ft. 9 in. in width, and 1 ft. 3 in. in depth. No packages exceeding this limit are allowed in the Saloon or Cabins.

Passengers requiring information respecting their Baggage during the Voyage can obtain it by application to the Officer in charge on board.

As the dates and movements of the ships are necessarily subject to periodical revision, the public are referred for detailed information to the Handbook published by the Company on the first of every month.

SPECIAL TOURS.

The extensive field of the Company's operations affords exceptional opportunities for Tours of the greatest interest to Egypt, India, China, Australia, or Round the World, while the shorter trips to the Mediterranean, Morocco, Spain and Italy adapt themselves admirably to the taste and leisure of those who have less time at their disposal.

HINTS ON OUTFITS.

IN considering the preparations necessary as regards clothing and other details of personal equipment, it must be borne in mind that an outfit for a voyage to and residence in India or the Colonies is now a very different matter from what it was in the earlier days of ocean travelling, and that even for those contemplating a lengthened stay abroad, the Parcel Post and other facilities for the cheap and rapid transmission of goods have made it not only unnecessary but undesirable for them to burden themselves with the quantities of articles of every description that it was formerly considered desirable to provide. There are, however, still, and there always will be, various items which, small in themselves, go a long way towards making the voyage comfortable for the traveller, and it is in regard to these that the following hints are offered.

The first remark should be a correction of a somewhat common opinion that any clothing useful at home is useless abroad, and that everything new should be provided. Any persons going to reside away from Europe or America, should, as a general rule, take all their present stock of clothing, as the chances are greatly in favour of it all at some time or other coming in useful. For instance, in the course of the voyage from England to Australia, very considerable variations of temperature will be experienced, and clothing suited to one part of the journey would be utterly unsuitable for the climate of another part. For tropical use nothing equals suits of thin flannel, or of the specially made "Gossamer cloth"; these are in every way superior to white drill or duck clothing, as they greatly lessen the chance of a chill being caught. Shirts for the voyage should also be of flannel, and it will be found desirable to have these made for studs throughout, buttons being soon destroyed in the rigours of Indian washing. Pyjama or sleeping suits are usually worn, and these are recommended to be of flannel or silk and wool material. A sun helmet, or Terai hat, is the best sort of head-gear for the tropics, and on other parts of the voyage a tweed helmet or any of the infinite variety of hats and caps now in use can be worn, care being taken that the shape selected is one that will not easily be blown off the head by the wind. Black leather boots may be dispensed with on board ship, and shoes of ordinary white canvas, or buff leather, with leather or india-rubber soles; the latter are preferable, with the rubber soles interlined with leather, which entirely does away with the drawing of the feet so often complained of in galoches and india-rubber-soled boots and shoes. A macintosh coat is a very necessary article of equipment for a sea voyage; and amongst other little matters a sun umbrella or silk one with white cover, anti-cholera belts of flannel

or woven, a money belt for the safe carrying of coin, and a good warm rug may be mentioned as desirable items to include in the outfit list. A few words should be said on the important subject of trunks and packages; without doubt the best trunk that can be taken either by a lady or a gentleman is the air-tight tin trunk in outer wooden box, which is absolutely air-tight, water-tight, and insect-proof. The regulation P. & O. trunk is well known, and will be found most convenient and handy.

The general remarks already made in reference to the preparations for a voyage and residence abroad, desirable for a gentleman, apply in most part to ladies also, and it is unnecessary now to do more than mention a few specialties of equipment which will materially add to the comfort of a lady undertaking a voyage. The question of dresses, bonnets, and such like for any one contemplating residence in India or the Colonies, is entirely one that must be left to individual taste, regard being always had to the nature of the climate in which the wearer will live. For the voyage, good blue serge as a dress material cannot be surpassed, and an ample supply of coloured cambric or muslin morning dresses should be provided. Either a Terai hat, a large straw hat and puggaree, or a pith hat should be worn. The underclothing for hot climates should of course be of the lightest description and several specialties in suitable materials are now made. A flannel dressing gown should also be taken, and such little matters as a veil, smelling salts, scent, and the like, are such obvious necessities as hardly to need mention.

A clothes bag, deck chair, marine binoculars, &c., are all essentials.



Promenade Deck, S.S. "Australia."

Rates of Passage Money through the Suez Canal,

Including all Canal and Transit Dues, &c.

FROM LONDON TO	First Saloon. Gentlemen or Ladies travel- ling singly.	Second Saloon Passengers and European Servants, <i>in Fore Cabin.</i>
Aden	£40	£32
Ceylon	52 10/ to 57 10/	35
Bombay, Kurrachee, Madras and Calcutta	£55 to £60	35
King George's Sound, Adelaide, Melbourne and Sydney	60 to 70	£35 37, 40
New Zealand Ports	63 to 73	37 to 42
Hobart, Launceston & Brisbane	60 to 70	37 to 42
Penang and Singapore	61	35 Guineas
Hong Kong	73 10/	40 „
Shanghai, Yokohama and Nagasaki or Hiogo	73 10/	40 „
Zanzibar via Aden	60	...
Kurrachee via Bombay	£55 & £60	£35
Gwadur and Muscat via Bombay	60 & 65	...
Bunder Abbas via Bombay	62 & 67	...
Linga via Bombay	63 & 68	...
Bushire via Bombay	64 & 69	...
Bussorah via Bombay	66 & 71	...
Carwar, Mangalore and Cannanore via Bombay	57 & 62	...
Calicut, Beypore, Cochin, Narrakal and Tuticorin via Bombay	58 & 63	...
Negapatam via Ceylon or Madras	57 & 62	...
Masulipatam and Coconada via Ceylon or Madras	58 & 63	...
Bimlipatam and Vizagapatam via Ceylon or Madras	59 & 64	...
Chittagong, Akyab or Kyook Phyo, Rangoon and Moulmein via Calcutta	58 & 63	...
Samarang via Singapore	75	...
Sourabaya, Padang and Macassar via Singapore	80	...
Batavia via Singapore	70 Guineas	40 Guineas
Manila via Hong Kong	73 „	45 „
Maryborough and Bundaberg via Sydney	£70	£38 & £43
Gladstone and Rockhampton via Sydney	70	39 & 44
Broad Sound, Mackay, Bowen and Townsville via Sydney	70	40 & 45
Dungeness, Cardwell, Mourilyan, Johnstone River, Cairns, Port Douglas and Cooktown via Sydney	73	42 & 47
Thursday Island via Sydney	75	44 & 49
Normanton via Sydney	80	47 & 52
Burketown via Sydney	80	49 & 53

Children under 12 half of the above Rates.

One Child under 3 years, Free.

Should more than one Child under 3 years be conveyed, one-quarter fare each will be charged, exclusive of the one taken free.

In those cases where a Return Ticket has not been taken at starting, an allowance of twenty per cent. on the charge for the return voyage is made to Passengers who paid the full fare from Europe to India, China and Australia (or *vice versa*), re-embarking within six months from the date of landing, and an abatement of ten per cent. to those returning within twelve months, if claimed at the time of securing the return passage.

RATES OF PASSAGE MONEY

FROM PRINCIPAL PORTS IN THE EAST SERVED BY THE COMPANY'S STEAMERS
To LONDON and BRINDISI.

FROM	To LONDON.		To BRINDISI and MARSEILLES.	
	1st Saloon.	2nd Saloon.	1st Saloon.	2nd Saloon.
Yokohama	\$420	\$250	\$400	\$225
Shanghai	Tls. 305	Tls. 190	Tls. 290	Tls. 175
Hong Kong	\$420	\$250	\$395	\$225
Singapore	\$375	\$220	\$350	\$195
Penang	\$375	\$220	\$350	\$195
Colombo	Rs. 725	Rs. 400	Rs. 675	Rs. 350
Sydney	£70	£35, 37, 40	£65	£32, 34, 37
Melbourne				
Adelaide				
Calcutta	Rs. 750	Rs. 425	Rs. 700	Rs. 375
Madras				
Bombay				
Port Said	£21	£13	£13	£10



Caravels of Columbus.

NOTES IN REGARD TO THE PRINCIPAL PORTS EN ROUTE

SERVED BY THE P. & O. STEAMERS.

MEDITERRANEAN SEA.

GIBRALTAR.

Latitude $36^{\circ} 7' N.$ Longitude $5^{\circ} 21' W.$

Population—Civilian, 19,000 ; Military, 6,000.

Distance from London, 1,300 miles.

The Rock of Gibraltar was taken from the Spaniards by an English fleet, under the command of Sir George Rooke, on July 24th, 1704, and was exposed to many attacks and sieges previous to July 11th, 1779, at which date "the Great Siege of Gibraltar," by the French and Spaniards, commenced, and was continued until March 12th, 1783. This fortress therefore has remained in possession of the English ever since its first capture by them in 1704.

THE ROCK is a bold ridge in the form of a peninsula, running due north and south ; three miles in length, greatest breadth $\frac{3}{4}$ of a mile, and about seven miles in circumference. The north, south, and east sides are very steep and precipitous, but on the western side, where



Gibraltar.

the town is built, it slopes down to a fine bay. It is joined to the mainland on the north by a low sandy isthmus, 1,500 yards long and 950 to 1,800 yards broad, called the Neutral Ground. The chief eminences are—The Rock Gun or Wolf's Crag, 1,250 feet, at the north ; The Upper Signal Station, 1,294 feet in the centre ; Sugar Loaf Hill or O'Hara's Tower, 1,361 feet, at the south. The highest point in the neighbourhood, on the African side, is Ape's Hill, 2,808 feet.

THE TOWN is divided into two distinct parts, known as the North and South Town. The North is the commercial part. At the northern extremity stands the ancient Moorish Castle.

The South Town is divided from the North by the Alameda Parade and Public Gardens, and stands on the slope of the hill below O'Hara's Tower.

Europa Lighthouse, the Alameda Garden, the Signal Station, the Galleries and Fortifications, should if possible be visited.

The neighbourhood and the charming trips that can be made into Spain, and over to the African Continent, will repay those who have leisure to remain for a while in the vicinity of Gibraltar.

MALTA.

Latitude $35^{\circ} 52'$ N. Longitude $14^{\circ} 31'$ E.

Population—Civilian, 155,000 ; Military, 7,000.

Distance from London, 2,280 miles.

"*Fior del Mondo*—The Flower of the World," the title proudly given to Malta by its inhabitants, is an island of no mean history, and though comparatively only a rock in the Mediterranean, has



In Malta Harbour.

played an important part in days of yore, and may do the same in time to come. Successively held by Carthagenians, Romans, Arabs, Normans, &c., it at last fell to the Knights of St. John in 1530 by gift of Charles V. In 1798 it was tamely surrendered by the Knights to General Bonaparte, but in 1800 the French capitulated to the English, who have held it unchallenged to the present day.

Its value as a strategetical point for our navy, for a coaling station and dépôt, renders Malta one of the most important of our military posts.

Valetta presents several objects of interest to the traveller, and, with the aid of a guide, the principal sights may be visited during the stay of the steamer, as most of them are within easy driving distance.



Brindisi.

BRINDISI.

Latitude $40^{\circ} 38' N.$ Longitude $18^{\circ} E.$
Population, 25,000.

Distance from London by sea, 2,640 miles ; by rail via Turin and Bologna, 1,459 miles ; via Rome and Taranto, 1,593 miles.

An ancient and fortified town and seaport in the Adriatic, which derives its present importance from being the most convenient port in Europe for the landing and embarkation of the mails for the east. The mail route is via Calais, Paris, Modane and Bologna, and the "P. & O. Special Express Train" of sleeping and restaurant cars accomplishes the journey in 48 hours.

Under the name of Brundisium it was one of the most flourishing ports in Italy, and the classical student will remember it in connection with the wars between Cæsar and Pompey, the former of whom blockaded Pompey's fleet here ; also as the scene of Virgil's death, and down to the end of the 15th century it remained a place of note.

The only remains now of its ancient grandeur are a large fort at the entrance of the outer harbour, and the Castello di Terra, built in 1227. There is a Roman column and the remains of a second, noticeable from the harbour, said to have been erected 350 B.C., and some assert these columns marked the termination of the Appian Way, the great military highway between Rome and Brindisi.

The Harbour is one of the finest in the world.

PORT SAID.

Latitude $31^{\circ} 3' N.$ Longitude $32^{\circ} 23' E.$

Population, 17,000.

Distance from London, 3,215 miles.

This town owes its origin to the existence of the Suez Canal, its port forming the Northern or Mediterranean entrance of the Canal, and though it presents little of special interest to the traveller, the movements of arriving and departing steamers, the noise of the Arabs coaling ships, and the general feeling of life and activity give an air of briskness and vitality to the scene.

Owing to its position Port Said offers many facilities to tourists desirous of visiting Syria, the Holy Land, and the Ports of the Levant, while the different communications now afforded by the extended services of the P. & O. Company, both outwards and homewards, render this *point de départ* especially convenient for different routes.

SUEZ.

Latitude $29^{\circ} 58' N.$ Longitude $32^{\circ} 54' E.$

Population 11,000.

Suez Roads or anchorage is immediately off the entrance of the Canal. The town stands in the middle of a sandy plain at the northern extremity of the Gulf, or end of the Red Sea. Beyond its vicinity to sacred localities it has no attractions. The sweet water canal, constructed in connection with the works of the Suez Canal, terminates here in a large lock, and in its immediate neighbourhood a certain amount of vegetation has sprung up, but beyond this not a single tree or shrub is to be seen—nothing but an expanse of yellow stone and sand. The winter climate is remarkably fine and dry, with bright sunny days and cold nights. Some invalids even prefer Suez to the other parts of Egypt, and find tolerable accommodation at the hotel. The mountains, both to the east and west of Suez, are most striking in outline, with a play of light and colour on them exceedingly beautiful.



Nearing Aden.

INDIA.

ADEN.

Latitude, $12^{\circ} 46' N.$ Longitude $44^{\circ} 58' E.$

Population, 35,165.

Distance from London, by sea, 4,610 miles ; via Brindisi, 3,803 miles.

Aden is a high rocky promontory bearing much resemblance to the Rock of Gibraltar, although more elevated, and its peaks more sharply defined. It has been well fortified. It extends five miles from east to west by three miles in breadth terminating seawards in the Point of Ras (Cape) Marshag, marked by a lighthouse, showing a fixed light, visible 20 miles. Shum Shum, on which the signal station is placed, is 1,700 feet above the sea level, and is nearly the highest peak of the peninsula.

The harbour is on the west side, and divided into the outer and inner anchorages—the mail steamers, as their stay is short, mostly using the former. If time permits, travellers will land at Steamer Point, where the Post Office, Telegraph, Hotel and Parsee shops will be found. A drive to the town of Aden, with a visit to the Tanks—ancient reservoirs in remarkable preservation—distant five miles, will be interesting, but four hours of daylight are required, and enquiry as to the exact time of the Steamer starting should be made before leaving.

The climate of Aden is not unhealthy, but the heat is intense, not only from the sun's rays, but from the radiation produced by the colour of the rock ; strangers should, therefore, take every precaution against unnecessary exposure.

BOMBAY.

Latitude, $18^{\circ} 53'$ N. Longitude, $72^{\circ} 48'$ E.

Population, 901,000.

Distance from London, by sea, 6,274 miles ; via Brindisi, 5,467 miles.

The position and natural advantages of the harbour of Bombay makes it one of the finest in the world. It is the port of arrival and departure of the Indian-European mail as well as the western terminus of all the great railway lines intersecting India. The approaches are indicated by a lighthouse on Kennery Island, to the southward, showing a light visible 20 miles, and to the northward by a lighthouse on the Prongs, showing a revolving light visible 18 miles. The entrance of the channel is marked by a lightship, while by day the various public buildings and the clock tower form prominent landmarks. The space available for shipping is 14 miles long by 4 miles broad, with an average depth of 10 to 12 fathoms. There are several quays or bunders, a large wet dock of 30 acres, and two dry docks, with an hydraulic lift at Hog Island.

The City of Bombay is built on the island of the same name, which is connected with the mainland by a causeway and railway viaducts. It is divided into two parts—the Fort or European portion, and the native town. The former has many magnificent modern buildings, public and private, which would do credit to any capital in Europe, public gardens, drives, clubs, good hotels, and shops where every article of European and Eastern necessity or luxury can be procured, with private residences of a description to make tropical life not only endurable, but enjoyable.

The Native Town of Bombay will be found most interesting to the traveller from the numerous types of people from all parts of India and the East to be seen in the streets, whilst the native industries carried on in the bazaars are of every variety and kind.

The pleasantest period of the year for travellers is from November to February, when the climate and temperature are most agreeable.

From Bombay travellers can book through by rail to all the principal stations in India, and by sea in P. & O. Steamers to Ceylon, Madras, Calcutta, China, Japan, Australia, &c.

COLOMBO.

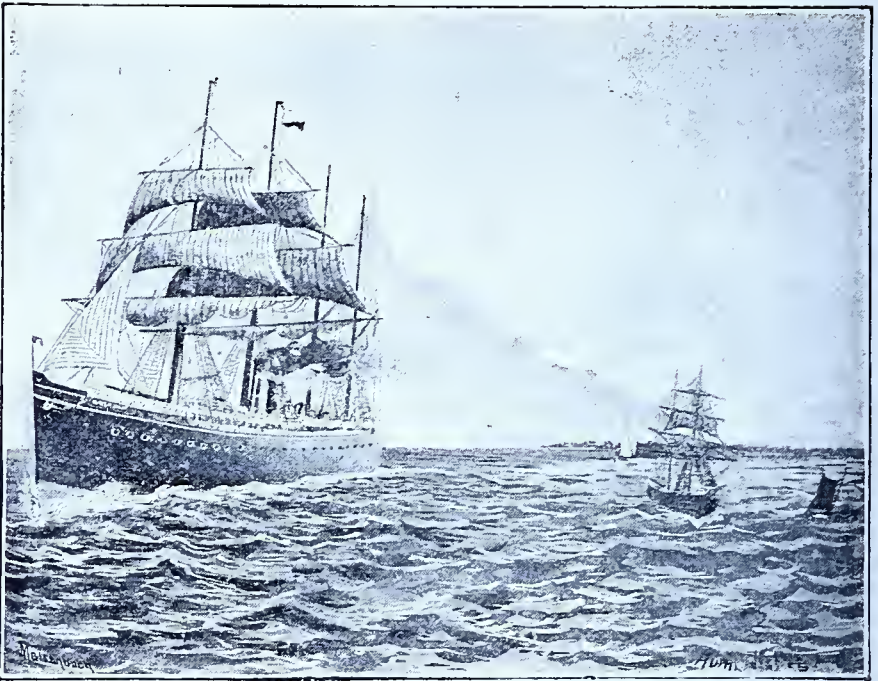
Latitude $6^{\circ} 57'$ N. Longitude $79^{\circ} 50'$ E.

Population, 111,942.

Distance from London, by sea, 6,703 miles ; via Brindisi, 5,896 miles.

Colombo, which has taken the place of Point de Galle as the port of call for the various lines of mail steamers touching at Ceylon, formerly an open roadstead, is now rendered a secure harbour by the construction of a magnificent breakwater, commenced in 1872 and finished in 1882. The view approaching Colombo from the sea is exceedingly picturesque, and Adam's Peak, although not the highest point in the island, is very conspicuous.

The town is of considerable extent. The drives in the neighbourhood varied and interesting, and the traveller will find full



Adam's Peak, Ceylon.

occupation for the time that the steamer remains. The hotel accommodation is very fair, while the shops, and the itinerant vendors of precious stones, both real and imitation, of jewellery and filigree work, Cingalese and other curios, present undoubted temptations. The seasons are divided into the South-West Monsoon from June to October, and the North-East Monsoon from November to May. The hot months are February, March, and April. A railway runs from Colombo to Kandy, the ancient capital of Ceylon, a distance of 75 miles, and from here the mountain heights of Nuwara Eliya are easily reached, so that a change from the torrid to the temperate zone may be made between sunrise and sunset.

MADRAS.

Latitude $13^{\circ} 4' N$. Longitude $80^{\circ} 16' E$.

Population, 398,777.

Distance from London, by sea, 7,313 miles ; via Brindisi, 6,506 miles.

Madras, situated on the Coromandel Coast, is the capital of the Presidency of the same name, and the seat of Government.

Travellers landing at Madras will find every facility offered by the two railway companies (The Madras and South Indian) for sight-seeing and visiting the various cities and places of interest in Southern India, Bangalore, Seringapatam, Mysore, Tanjore, &c., and especially the Nilgherry Hills, the most salubrious and charming of all hill stations in India, and the paradise of the sportsman, who will find all game, large and small, to his heart's content.

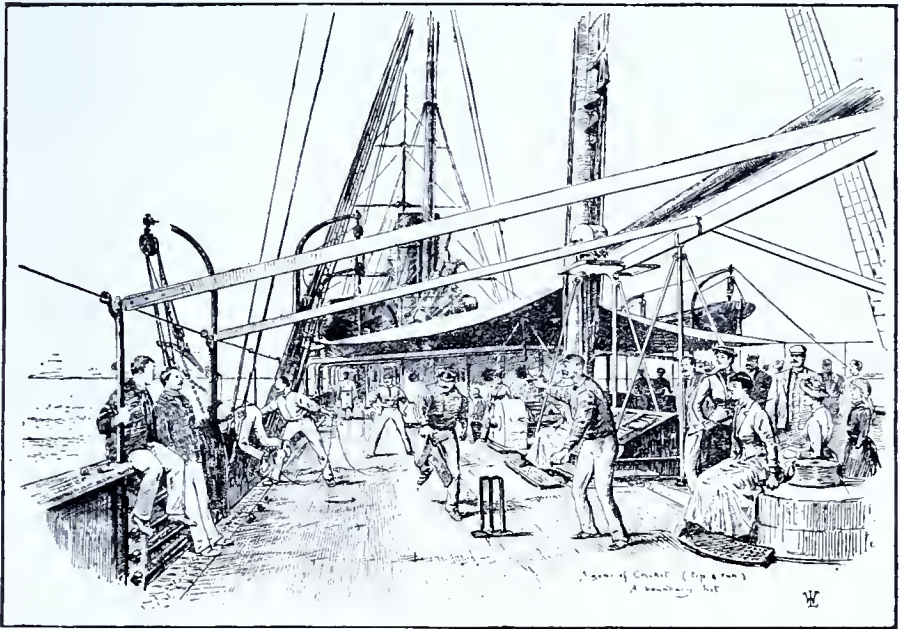
CALCUTTA.

Latitude $22^{\circ} 33' N.$ Longitude $88^{\circ} 20' E.$

Population, 794,645.

Distance from London, by sea, 8,083 miles ; via Brindisi, 7,276 miles.

Calcutta, the capital of India and the seat of the Supreme Government, is situated on the right bank of the river Hooghly, about 90 miles from the sea. When proceeding up the Hooghly, beyond certain marked points of navigation, there is little of interest on either side until Diamond Harbour, 47 miles from Calcutta, is reached—from this, however, the river gradually narrows in, and cultivated banks, with villages and native life, country craft, from the solitary fisherman in his canoe to the large salt-boats of "up country"—inward and outward-bound steamers and sailing ships in tow; residences of Zemindars, chimneys of factories, &c.—mark the approach to some large city, until at last, when eight miles distant,



A Game of Cricket ("Tip & Run"). A Boundary Hit.

the first view of Calcutta is obtained from the lower part of Garden Reach (whose name is synonymous of its character), and is not only strikingly beautiful, but scarcely to be equalled on any river in either hemisphere. Objects of interest on every side claim attention, and as the lines and lines of ships come in view, with a background of some of the most imposing buildings in the world, the traveller will readily realise that he has reached one of the most important commercial centres in the East.

The original settlement of Calcutta dates as far back as August 24th, 1690.

Calcutta occupies a space along the bank of the river of $4\frac{1}{2}$ miles, with an average breadth of $1\frac{1}{2}$ miles. The traveller will find good hotels and boarding houses, with all facilities in the way of guide books, carriages, and other requisites. With the numerous objects of interest in the city and the neighbourhood, a week or two of the cold season may be most pleasantly passed either going to or coming from the interior.

STRAITS SETTLEMENTS.

PENANG.

Latitude $5^{\circ} 52'$ N. Longitude $100^{\circ} 19'$ E.

Population, about 75,000.

Distance from London, by sea, 7,981 miles ; via Brindisi, 7,174 miles.

Penang, or Prince of Wales Island, one of the Straits Settlements, is situated on the west side of the Malay Peninsula, and has an area of 164 square miles. Its principal importance is its proximity to the native Malay States and Sumatra, and the growth of sugar and tapioca in Province Wellesley, on the mainland of Malacca.

Georgetown, the capital, built on the east side of the island, is the commercial centre. Travellers, *en route*, will generally have time during the steamer's stay, to land and visit the Water Fall, a drive of four miles, or perhaps to mount the Penang Hill, rising to a height of 2,700 feet, at the top of which will be found the Government Bungalow, the signal station, and a comfortable hotel. The view from this height is very fine, presenting a magnificent aspect of tropical luxuriance, while the change of air and temperature from the heated plain below, will be found delightful.

Vegetation, fruit and flowers, are luxuriant and profuse, the roads are good, and the planting of numerous shade trees make pleasant drives even in the daytime heat.

SINGAPORE.

Latitude $1^{\circ} 17'$ N. Longitude $103^{\circ} 50'$ E.

Population, 139,000.

Distance from London, by sea, 8,362 miles ; via Brindisi, 7,555 miles.

Singapore Island is situated at the extreme south of the Malay Peninsula, is 27 miles long by 14 miles wide, and separated by a narrow strait from the Johore territory. Its surface is comparatively level (the highest hill being only 520 feet high), and is covered with vegetation.

Singapore Town extends about four miles along the south-east shore of the island, and was founded by Sir Stamford Raffles in 1819 ; its rise under Indian rule was very rapid, and in April, 1867, it was, with Malacca, Penang, &c., placed under the Colonial Office as the "Straits Settlements." Its importance as a trade centre has steadily increased, and from its proximity to the native Malay States and the productive islands of the Eastern Archipelago, as well as by its resources as a fleet rendezvous and coal depôt in war time, it must



Singapore from the Fort.

be considered as one of our most important possessions in the Eastern Seas.

The town has many buildings of elegant and substantial appearance—Government House, the Town Hall, Cathedral, Banks, Esplanade, &c. The principal business quarter for Europeans is in Raffles Square. The large native quarter is not very inviting, though its mixed population shows every variety of Eastern race.

Outside the town, excellent roads branch off in every direction, shaded with trees, and the comfortable bungalows, in their extensive, well-wooded compounds, testify to the luxury of life in Singapore.

The Botanical Gardens are on a large scale, and are a most interesting feature of the settlement.

Travellers will find ample means of locomotion for viewing the island and town by steam trams, gharries drawn by the sturdy little Malay ponies, and the imported Japanese “Jinrickshaw.”

CHINA.

HONG KONG.

Latitude $22^{\circ} 12' N.$ Longitude $114^{\circ} 3' E.$

Population, 139,144.

Distance from London, by sea, 9,799 miles; via Brindisi, 8,992 miles.

The Island of Hong Kong lies off the coast of the Kwantung province of China, forming one of the picturesque Ladrone group, at the entrance of the Canton river. It consists of a rugged mountain ridge, running from east to west, with several peaks (the highest 1,800

feet), intersected by narrow ravines. Its length is 11 miles, breadth 2 to 5 miles, circumference 27 miles—enclosing an area of 29 square miles. A narrow pass, the Lyemun, half-a-mile in width, separates it from the mainland. Hong Kong was ceded to the British by the Chinese Government on January 20th, 1841.

The harbour of Hong Kong is one of the finest and most beautiful in the world. It is formed by a sheet of land-locked water between the island and the mainland, and has an area of 10 square miles, which is always crowded with ships of every type and variety—ponderous ironclad and viperish torpedo boats—magnificent mail steamers, Portuguese lorchas, and Chinese junks and sampans—set, as it were, in a framework of noble scenery, giving a picture that is ever animated and magnificent.



Hong Kong.

The city of Victoria has an imposing appearance, the houses large and handsome, rising tier upon tier from the Praya at the water's edge on the various scarps that have been cut on the face of the rock, only terminating with the peak itself. Seen from the anchorage by day it has a striking effect, but at night the numerous lights from the straight lines of streets and roads on the lower part to the straggling and lessening bright specks, mark the steep ascent until lights and stars seem to blend in unison.

CANTON—distant 95 miles, and MACAO, 40 miles—can be reached daily by steamer, and travellers proceeding northwards will find frequent communication to the coast ports—SWATOW, AMOY and FOOCHOW—and so on to SHANGHAI and the Northern ports, or on to Japan.

SHANGHAI.

Latitude $31^{\circ} 15'$ N. Longitude $121^{\circ} 29'$ E.

Population, about 400,000.

Distance from London, by sea, 10,669 miles ; via Brindisi, 9,862 miles.

Shanghai, the most northern of the five treaty ports opened to foreign trade by the treaty of Nankin, and formally declared opened on November 17th, 1843, is situated on the left bank of the Woosung river.

Shanghai is the most important centre of foreign commerce in China, being the great emporium of the trade of the Yangtze and Northern ports, and to a considerable extent for Japan, although the city is of small rank, as a Chinese town. The foreign settlements are three in number—the Hong Kew, or American, the British and the French settlements ; The Yang King Pang Creek separating the French and English, and the Soochow, between the English and the American. These are entirely distinct from the native city in boundaries, government and commerce, the English and American being under one municipality in all their internal arrangements, and the French making their own laws.

A fine view is obtained coming up the river from the bend immediately below the city, firstly of the long line of wharves and warehouses fronting the American settlement, then of the magnificent offices and dwellings faced by a fine bund and public promenade, which characterises the English and French settlements, followed by a further long line of warehouses and the huge fleet of junks lying off the native city.

One vista opens on another without any break for several miles, and conveys to the stranger a profound impression of the wealth and commercial importance of the port.

Shanghai may be termed the radial point for PEKIN and HANKOW, the Northern ports, &c., and abundant opportunities offer for proceeding to these districts, as well as to the ports of Japan.

J A P A N .

The route taken by the Steamers of the P. & O. between Hong Kong and Japan is through the Inland Sea, calling at Nagasaki and Hiogo (Kobé). This is a most interesting part of the voyage, and considerably lessens the monotony of the sea passage, as compared with the usual direct track, securing, as a rule, calmer weather and smoother sea, while it makes but little difference in the length of the transit.



NAGASAKI.

Latitude $32^{\circ} 45'$ N. Longitude $129^{\circ} 52'$ E.

Population, about 40,000.

Distance from London, by sea, 10,866 miles ; viâ Brindisi, 10,059 miles.

The harbour of Nagasaki, running north and south, is charmingly situated, entirely land-locked, and surrounded by hills covered with verdure. The approaches are very picturesque, and one of the objects of interest is the Island of Pappenburg on the left hand of the entrance, with its precipitous cliffs, from whence native Christians were thrown on the rocks below, some 300 years ago.

Nagasaki will always hold a place in history as having been the only port of trade open to foreigners between the years 1623 and 1857, when the Dutch factory on the Island of Decina was the sole medium of communication with the outer world. It is one of the five imperial cities of Japan, and formerly had a large trade, which, however, has now been, in a great measure, diverted to the more modern settlements of Hiogo and Yokohama. Still it may be termed the Newcastle of Japan, on account of the large supplies of excellent coal obtained from the mines at Tako-sima.

Choice tortoise-shell work, egg-shell china, and porcelain work will be found in the native shops.

THE INLAND SEA.

Leaving Nagasaki, the Steamer runs along a lovely coast for 150 miles, to the Straits of Simoniseki, the Western entrance to the Seto-Uschi, or Inland Sea, the beauty of which baffles description. The water is deep, clear, and blue, and all the way the ship is in close proximity to the land, passing through tortuous channels, among countless islands, all richly cultivated, and clothed with green from base to summit, with villages, nestling in cosy nooks, while quaint junks and innumerable fishing boats give life to the scene.

The distance from Simoniseki to Hiogo is 231 miles, and from Nagasaki 389 miles.

HIOGO.

Hiogo is very picturesque, built with wide streets, and kept scrupulously clean and neat—a model Japanese town of the modern type. The foreign settlement is called Kobé, built in continuation of Hiogo, to the northward. To the traveller it is a starting-point for Osaka, Kyoto, and other interesting parts of Japan, and the commencement of the railway system that is rapidly spreading like a net over these islands.

The distance from Hiogo to Yokohama is 346 miles ; on leaving the former a run of 30 miles clears the Inland Sea by Itsumi Straits and Kii Channel.

YOKOHAMA.

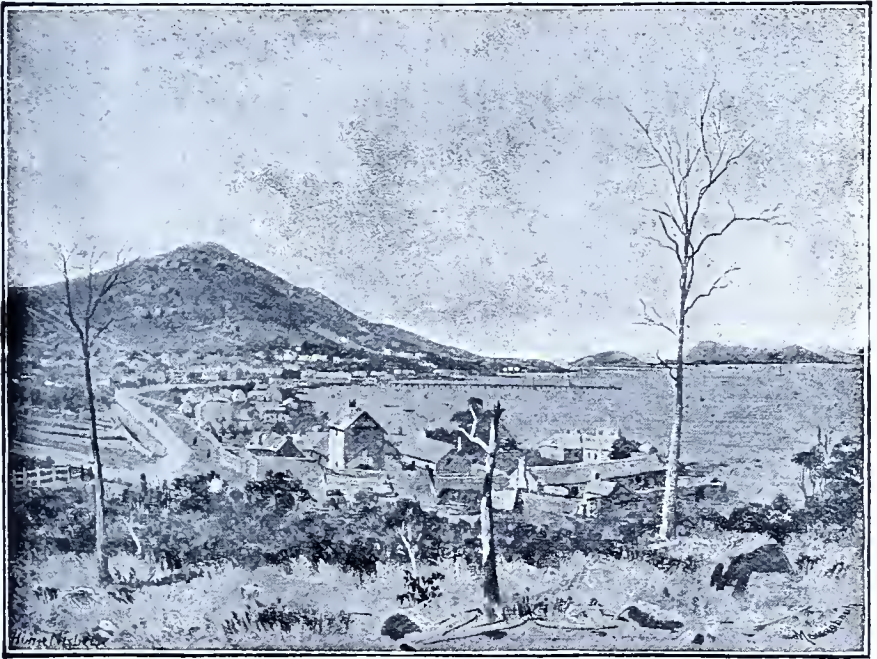
Latitude $35^{\circ} 26' N$. Longitude $139^{\circ} 38' E$.

Population, about 40,000.

Distance from London, by sea, 11,658 miles ; viâ Brindisi, 10,851 miles.

Yokohama, the most important of the ports open to foreign commerce, is built on a plain surrounded by low hills and a highly-cultivated country. It has a large import and export trade, and its proximity to Tokio, the capital of the Empire, gives it a special character. Kanagawa, the port of Tokio, lies in the same bay, immediately to the northward of Yokohama.

Yokohama is the starting point whence to visit, not only the capital but many other places of interest. Travellers will find every needful accommodation in the way of hotels, shops, guides and guide books.



Albany, Western Australia.

AUSTRALIA.

KING GEORGE'S SOUND.

Latitude $35^{\circ} 2' S$. Longitude $117^{\circ} 54' E$.

Distance from London, by sea, 10,093 miles ; via Brindisi, 9,286 miles.

Albany is situated on the Northern side of Princess Royal Harbour, one of the most convenient inner estuaries of King George's Sound, and is the port of call for the mail steamers to Western Australia. The town is prettily placed at the feet of Mounts Clarence and Melville, on the lower rising ground, and to the traveller

landing for the first time in the Colonies, 10,000 miles from England, has a home-like appearance. Its chief importance is in being the point of communication with Perth, the capital of Western Australia, distant 256 miles.

ADELAIDE.

Latitude $34^{\circ} 55'$ S. Longitude $138^{\circ} 38'$ E.

Population, 79,392.

Distance from London, by sea, by P. & O. route, 11,110 miles ;
via Brindisi, 10,293 miles.

Adelaide—the capital of South Australia and the seat of Government—is on the River Torrens, six miles from Port Adelaide, the shipping port at the mouth of the river on the Gulf of St. Vincent, and was founded in 1837. It is divided by the river into North and South Adelaide, pleasantly situated on a large plain with the Mount Lofty range of mountains walling it in on the eastern and southern sides. The city is admirably laid out, with straight, broad streets planted with trees, and spacious squares ; the principal thoroughfares are traversed by tramways which ply to the suburbs. The public buildings are all of fine architectural appearance. The Botanical Gardens cover an area of 40 acres, supplemented by a park of 84 acres, containing a well-appointed Zoological Garden. Flowers and shrubs, both from the torrid and the temperate zones, are cultivated in all their endless variety. The climate of Adelaide resembles that of Sicily and Naples ; the winter is the rainy season, the summers are very hot, as the sun attains great power, and hot winds increase the temperature especially during the months of January, February, and March.

MELBOURNE.

Latitude $37^{\circ} 48'$ S. Longitude $144^{\circ} 58'$ E.

Population, 304,409.

Distance from London, by sea, by P. & O. route, 11,585 miles ;
via Brindisi, 10,778 miles.

Port Philip is a natural harbour situated in a deep bight of the coast of Victoria, with Cape Otway to the westward and Wilson's Promontory to the eastward. The entrance between Lonsdale and Nepean Points is $1\frac{3}{4}$ miles wide, but the navigable channel is contracted to three-quarters of a mile by rocks and reefs on either hand—these and the irregular nature of the bottom cause the well-known race or "Rip," which, in N.W. gales breaks furiously with a strong current.

Melbourne is the capital of Victoria, and the seat of Government. Founded in 1836, the rapidity of its growth is historical, and it now ranks as one of, if not the chief of, the Colonial cities of the British Empire.

The traveller will find his time pleasantly occupied for some stay in Melbourne and its neighbourhood, and every facility for extending his tour by the network of railways, and river communication, connecting it with a large portion of Australia.



Port Phillip Heads, Melbourne.

The inversion of the seasons in the Southern hemisphere must be borne in mind in visiting the Colonies—the summer months being December, January and February, when the temperature, aided by the hot north winds, is very high. The autumn months comprising March, April and May are the most pleasant and genial in the year, when residence in Melbourne or travelling in the interior are highly enjoyable.

SYDNEY.

Latitude $33^{\circ} 51' S$. Longitude $151^{\circ} 14' E$.

Population 223,554.

Distance from London, by sea, by P. & O. route, 12,145 miles ;
via Brindisi, 11,338 miles.

Port Jackson, the harbour of Sydney, and one of the most secure and picturesque ports in the world, has its entrance from the Pacific Ocean, $1\frac{3}{4}$ miles wide, between the Outer North and South Heads, narrowing to three-quarters of a mile between the cliffs of the Inner Heads. The harbour is perfectly land-locked, having in addition to what may be called the main harbour and channel to the city, numerous indentations forming harbours in themselves, and presenting a bay line of 165 miles of coves and inlets.

Sydney, the capital and seat of Government of New South Wales, is situated six miles from the entrance of Port Jackson. The Parks are numerous, well laid out, and excellently situated, mostly on high ground, affording fine views of the city, harbour and

surroundings. The principal is the Domain, containing within its boundaries the Botanical Gardens, which, however, owe much of their beauty to their magnificent position on one of the prettiest bays in the harbour—Farm Cove.

The environs of Sydney are charming, and afford ample opportunity for excursions, so that the stranger can spend a fortnight or three weeks in the city and neighbourhood with great pleasure.

Wild flowers abound round Sydney, growing in luxurious profusion, and adding much to the charm of the landscape.

Sydney is the terminal point of the three great trunk railways, which extend to the most distant parts of the Colony, connecting all the inland towns of any importance with the metropolis, and giving easy access for the tourist to many interesting places. "The Tourist Bureau," No. 6, Bridge Street, is an institution that does much to facilitate the movements of travellers in Australia, and render their journeys comfortable and pleasant.

The climate is salubrious, the temperature in summer and winter being not very unlike that of Naples. From December to the end of February (summer) the thermometer ranges about 80°, the heat being tempered by grateful sea breezes, while the nights are invariably cool. September, October and November are spring months, with warm pleasant days and cool nights. The autumn is mild, and includes March, April and May. Winter (June, July and August) with its crisp cool mornings and bright sunny days, is the perfection of climate. Frost is seldom seen. August is generally stormy, but there is no regular rainy or bad weather season.



Sydney Harbour from North Head.



DIAGRAM

OF THE

Peninsular and Oriental Steam Navigation Company's

PAST AND PRESENT FLEET,

SHOWING THE

TYPES OF VESSELS

EMPLOYED IN THE

INDIAN, CHINA & AUSTRALIAN MAIL SERVICE

*From the commencement of the Company's operations in 1837
to the present time.*



PENINSULAR AND ORIENTAL COMPANY'S PAST AND PRESENT FLEET, showing the types of Vessels employed in the



Indian, China and Australian Mail Service, from the commencement of the Company's operations in 1837 to the present time.



PAST AND PRESENT STEAM FLEET OF THE

NAME.	When Built	Gross Tonnage	Paddle or Screw	Horse-Power	NAME.	When Built	Gross Tonnage	Paddle or Screw	Horse-Power
William Fawcett ..	1829	206	Paddle	60	Formosa ..	1852	675	Screw	80
Royal Tar ..	1832	308	"	260	Bombay ..	"	1186	"	750
Jupiter ..	1835	610	"	210	Bengal ..	1853	2185	"	1084
Iberia ..	1836	516	"	180	Cadiz ..	"	816	"	450
Braganza ..	"	688	"	260	Valetta ..	"	832	Paddle	1027
Lengthened ..	1844	855	"	—	Vectis ..	"	841	"	1058
Liverpool ..	—	450	"	160	Rajah ..	"	537	Screw	120
Great Liverpool ..	1837	1311	"	464	Tartar ..	"	303	Paddle	557
Tagus ..	"	782	"	286	Douro ..	"	810	Screw	554
Montrose ..	"	606	"	251	Norna ..	"	969	"	624
Achilles ..	1838	992	"	420	Himalaya ..	"	3438	"	2050
India ..	1839	871	"	300	Manilla ..	"	646	"	290
Oriental ..	1840	1787	"	420	Colombo ..	"	1864	"	—
Precursor ..	1841	1817	"	500	Lengthened amidships ..	1859	2127	"	1538
Lady Mary Wood ..	1842	553	"	250	Simla ..	1854	2441	"	1766
Hindustan ..	"	2017	"	520	Ottawa ..	"	1275	"	700
Pacha ..	"	592	"	210	Candia ..	"	1961	"	—
Bentinck ..	1843	1974	"	520	Lengthened amidships ..	1857	1982	"	1499
Delta ..	1844	240	"	120	Union ..	1854	399	"	227
Madrid ..	1845	479	"	160	Nubia ..	"	2096	"	1422
Tiber ..	1846	762	"	280	Emeu ..	"	1538	"	300
Ariel ..	"	709	"	300	Sir Jamsetjee Jeejeebhoy	1855	125	Paddle	36
Erin ..	"	797	"	280	Alma ..	"	2164	Screw	1445
Pottinger ..	"	1401	"	450	Alhambra ..	"	642	"	454
Lengthened at bow ..	1849	1350	"	—	Pera ..	"	2014	"	1373
Haddington ..	1846	1647	"	450	Ava ..	"	1373	"	1056
Ripon ..	"	1508	"	1350	Azof ..	"	700	"	348
Length'd at bow, new engines	1862	1908	"	2004	China ..	"	2010	"	1488
Pekin ..	1847	1182	"	400	Behar ..	"	1603	"	900
Indus ..	"	1782	"	—	Columbian ..	"	2283	"	2116
Lengthened at ends ..	1852	1950	"	1367	Ellora ..	"	1607	"	1055
Sultan ..	1847	1090	"	400	Aden ..	1856	812	"	954
Lengthened at bow and altered to screw ..	1855	1125	Screw	806	Orissa ..	"	1647	"	950
Euxine ..	1847	1165	Paddle	1069	Granada ..	1857	561	"	721
Malta ..	1848	1217	"	450	Nemesis ..	"	2018	"	1894
Lengthened at bow and altered to screw ..	1858	1942	Screw	2189	Malabar ..	1858	917	"	724
Canton ..	1848	348	Paddle	150	Benares ..	"	1491	"	1373
Bombay ..	1849	1195	"	450	Salsette ..	"	1491	"	1550
Vectis ..	"	793	"	—	Northam ..	"	1330	"	1514
Ganges ..	1850	1190	"	1162	Ceylon ..	"	2020	"	2054
Singapore ..	"	1190	"	1122	Nepaul ..	1859	796	"	960
Shanghai ..	1851	546	Screw	80	Jeddo ..	"	1632	"	2059
Chusan ..	1852	699	"	80	Delta ..	"	1618	Paddle	1612
Madras ..	"	1185	"	754	Massilia ..	1860	1640	"	1730
					Mooltan ..	1861	2257	Screw	1734

Total Past and Present Fleet, 166 Ships.

With a Total Tonnage of **393,416**, or an Average Tonnage of **2,369** for each Ship.

Peninsular and Oriental Steam Navigation Company,

NAME.	When Built	Gross Tonnage	Paddle or Screw	Horse-Power	NAME.	When Built	Gross Tonnage	Paddle or Screw	Horse-Power
Poonah	1862	2152	Screw	2356	Kashgar.. .. .	1874	2661	Screw	2200
Lengthened amidships, and new engines .. }	1875	3130	"	2600	Thibet	"	2622	"	2000
Carnatic	1862	1776	"	2442	Nepaul	1876	3549	"	3000
Rangoon.. .. .	1863	1776	"	1870	Kaisar-i-Hind	1878	4029	"	4000
Golconda	"	1909	"	2112	Ancona	1879	3142	"	3500
Syria	"	1932	Paddle	2602	Verona	"	3130	"	3500
Delhi	1864	1899	Screw	2286	Ravenna.. .. .	1880	3386	"	3500
Baroda	"	1874	"	2486	Rohilla	"	3511	"	3500
Corea	"	610	"	1044	Rosetta	"	3325	"	3500
Nyanza	"	2082	Paddle	2304	Brindisi	"	3553	"	2800
Mongolia	1865	2833	Screw	2600	Rome.. .. .	1881	5011	"	5000
Nippon	"	695	"	750	Lengthened at bow	1891	5545	"	6000
Tanjore	"	2263	"	2000	Clyde.. .. .	1881	4136	"	4500
Geelong	1866	1835	"	1200	Carthage	"	5013	"	5250
Avoca	"	1480	"	1014	Shannon.. .. .	"	4189	"	4500
Malacca	"	1709	"	1389	Ganges	1882	4206	"	4500
Surat.. .. .	"	2578	"	2516	Thames	"	4113	"	4500
Lengthened amidships, and new engines .. }	1874	3142	"	2855	Sutlej.. .. .	"	4205	"	4500
Sunda	1866	1704	"	1342	Ballaarat	"	4748	"	5060
Bangalore	1867	2342	"	2200	Parramatta.. .. .	"	4771	"	5000
Sumatra.. .. .	"	2488	"	2200	Valetta	1884	4919	"	5250
Travancore	1868	1900	"	1428	Massilia	"	4918	"	5250
Deccan	"	3429	"	2600	Tasmania	"	4493	"	4500
Hindustan	1869	3113	"	3194	Chusan	"	4496	"	4500
Australia	1870	3604	"	3300	Coromandel	1885	4499	"	4500
Indus.. .. .	1871	3462	"	2700	Bengal	"	4499	"	4500
Khediye	"	3890	"	4000	Victoria	1887	6208	"	7500
Mirzapore	"	3913	"	4000	Britannia	"	6267	"	7500
Pekin.. .. .	"	3908	"	4000	Oceana	"	6362	"	7500
Peshawur	"	3927	"	4000	Arcadia	"	6362	"	7500
Cathay	1872	2995	"	2500	Peninsular	1888	5045	"	6000
Hydaspes	"	2966	"	2500	Oriental	"	5045	"	6000
Malwa	1873	2970	"	2500	Hong Kong.. .. .	"	3222	"	2500
Venotia	"	2726	"	2500	Bombay.. .. .	"	3216	"	2500
Bckhara	"	2955	"	2500	Canton	"	3171	"	2500
Assam	"	3060	"	3000	Shanghai	"	3216	"	2500
Lombardy	"	2726	"	2500	Australia	1891	6901	"	10000
Zambesi	"	2431	"	1600	Himalaya	"	6898	"	10000
Gwalior	"	2733	"	2500	Aden	"	3925	"	3000
Siam	"	3050	"	3000	Formosa.. .. .	"	4045	"	3000
Nizam	"	2735	"	2500	Java	"	4093	"	3000
Adria.. .. .	"	1225	"	487	Malacca	"	4045	"	3000
Khiva	1874	2642	"	2200	Manila	"	4210	"	3000
Tehcran.. .. .	"	2622	"	2000	Japan	1893	4200	"	3000

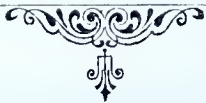
Total Present Fleet, 54 Ships,

With a Total Tonnage of **221,807**, or an Average Tonnage of **4,107** for each Ship.



DIAGRAM
OF THE
Peninsular and Oriental Steam Navigation Company's
PAST AND PRESENT FLEET,
SHOWING THE
TYPES OF VESSELS
EMPLOYED IN THE
INDIAN, CHINA & AUSTRALIAN MAIL SERVICE

*From the commencement of the Company's operations in 1837
to the present time.*





THE PENINSULAR COMPANY was founded in 1837, although the Steamers which it owned had actually been running to the Peninsula a year or two previous to that date. In 1840 the Company was expanded into the Peninsular and Oriental Steam Navigation Company, being incorporated by Royal Charter; but as it was practically the same Company, though enlarged, its foundation dates from the formal opening of its first Mail Service in 1837.

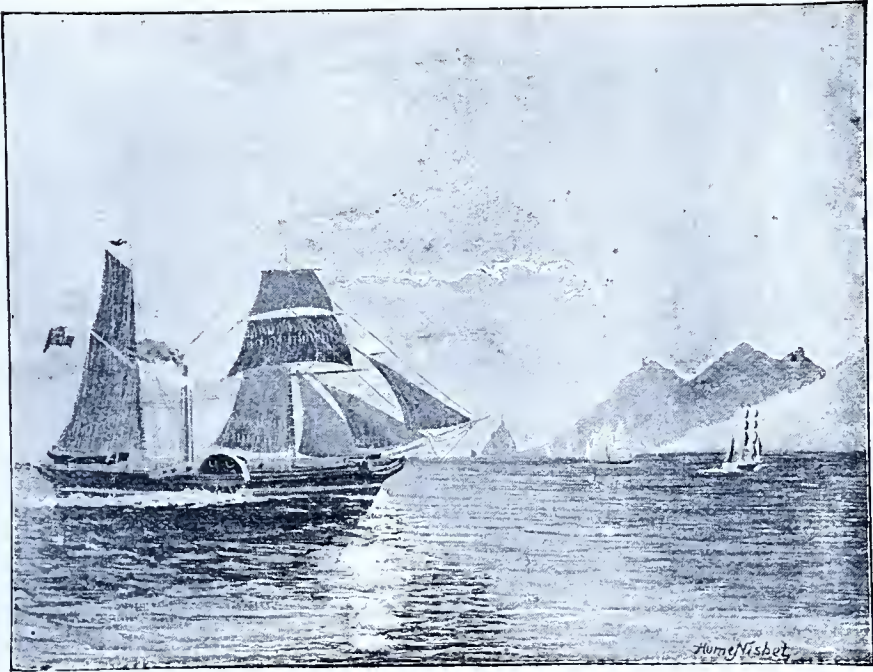
No other Shipping Company has a record of the same length of public service combined with such a wide range of operations. Whether in point of tonnage or in the extensive field of its labours, the Company must be admitted to stand at the head of all similar enterprises. That in these fifty odd years of public service it must sometimes have displayed shortcomings and errors may readily be admitted. Nor is the Anglo-Indian and Australian public an uncritical or an unexact one, and the Company and its administration have at all times been frankly and abundantly discussed by those whom it has been its business to serve; but it will hardly be denied that there stands to its credit a record of valuable service, performed in a spirit of enterprise, with advantage to the State, and to the commerce of the Empire.

Like most commercial undertakings, the Company has now and then experienced serious reverses, and on more than one occasion its fortunes have been at somewhat low water. Notably, the opening of the Suez Canal so altered the conditions under which the Company had worked for more than thirty years that in a short time its revenues fell off to the extent of nearly half a million, while its ships, and to a considerable degree, its existing organization, were found unfitted to cope with the new order of things inaugurated by the Canal. Hence, a new fleet had to be built with what speed was possible (under financial conditions the reverse of favourable), and such other changes wrought in the general system of the Company as to harmonise its equipment with the requirements of a new era.

Fifty years ago the whole trade of Great Britain with the East did not amount probably to more than £20,000,000. To-day, it is at least equal to £160,000,000. What share the Company may have contributed towards the growth of this vast commerce cannot, of course, be defined, but when it is remembered, that for upwards of thirty-three years the Company was almost the exclusive carrier by steam to India, China and Australia, and that during that period the correspondence, the exchanges, the transport of bullion and of the more precious merchandise (to say nothing of the conveyance of passengers), depended entirely upon its organization and working, it may be claimed that its influence in fostering this trade has been equal to, if not greater than, that of any other single agency which could well be brought into comparison. When it is also considered that in the Burmah War, the Indian Mutiny, the Crimean War, the China and Persian and Abyssinian Expeditions, and lastly, the Egyptian Campaigns, the resources of the Company not only in ships but in *matériel*, that its stations, coal supplies and the services of its agencies were availed of by the Government, sometimes when no similar resources were at hand, the variety and importance of the public functions which it has discharged, can be readily understood.

Half-a-century ago Lisbon was probably the most important place in the Peninsula in the eyes of Englishmen. The Mails were conveyed thither from Falmouth by sailing packet, which left once a week "wind and weather permitting," and not unfrequently occupied more than three weeks on the voyage—a considerably longer time than is now required for the transmission of Mails from London to Calcutta. At the same time the Gibraltar Mails were carried once a month by a Government steamer, in no way remarkable for the speed or regularity of its performances.

It was in 1835 that Messrs. Willcox and Anderson, a firm of merchants and shipbrokers in London, began to run steamers to the principal ports in the Peninsula. This somewhat bold experiment, as it must have been regarded in those days, does not appear to have been attended, at first, with encouraging success in a financial point of view; but Messrs. Willcox and Anderson persevered in their enterprise, and in doing so brought under the notice of the Government a plan for establishing a Mail Service by their steamers to replace the Lisbon packets and the Gibraltar steamer, with con



S.S. "William Fawcett," 206 Tons, 60 H.P., first P. & O. Steamer, built 1829.

siderable saving of expense to the Exchequer. Their proposals were coldly received and the sailing packets continued as before to take their departure "wind and weather permitting." But it soon came about that the regularity of Messrs. Willcox and Anderson's steamers attracted attention, and the Government then found themselves obliged to ask these gentlemen to submit their plans for the conveyance of the Mails. After a strict examination, the plans in question were approved, the terms asked were considered reasonable, and the Government of the day, having thus obtained all that they required in the way of information, announced their intention to invite public tenders for the execution of the work in accordance with the plans which had thus been laid before them. Invitations to tender were accordingly issued, and two offers were forthcoming—one from Messrs. Willcox and Anderson and the other from parties described as the British and Foreign Company. For some reason the Government favoured the acceptance of the tender sent in by the latter Company but the British and Foreign Company was found incapable of complying with the requirements of the Government, and the contract was then assigned to Messrs. Willcox and Anderson who, in concert with Captain Richard Bourne, R.N., who was concerned in the conveyance of the Irish Mails, founded the Peninsular Company to carry it into effect. The date of this the first Foreign Mail Contract entered into with the Company was 22nd August, 1837, for a monthly Service from Falmouth to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar.

The enterprise thus begun was carried on with such regularity and success as frequently to elicit encomiums from the Admiralty, which was the Department then, and for many years afterwards, charged with the supervision of Mail Contracts. It was the means of proving that such work could be accomplished more efficiently and cheaply when entrusted to private hands than if carried on by ships of the Royal Navy, and it may be said to have paved the way, not only for the Peninsular Company's operations to the far East, but also for those other Contracts for the conveyance of Mails to the West Indies by the Royal Mail Company, and to America by the Cunard Company, which shortly afterwards came into force.

The service next undertaken by the Peninsular Company was the extension of their line from Gibraltar to Malta and Alexandria. The Mails were then conveyed to Egypt thus: by the Peninsular steamer to Gibraltar, then onwards by a small Government steamer from Gibraltar to Malta, and thence to Alexandria by another Government vessel of equally limited tonnage and power. The consequence was that the transmission of the Mails from England to Egypt occupied from three weeks to a month, and by the time a Mail reached Bombay by the East India Company's steamers, which then plied more or less irregularly between that port and Suez, nearly two months must have elapsed from the date of its leaving England. An accelerated service was attempted by Government steamer between Marseilles and Malta, but it was not found to dovetail satisfactorily with the long sea route, and there was at the time some fear of the Indian correspondence being tampered with on its way through France. The Government of the day therefore determined to have a service by powerful steamers between England and Alexandria, and applied to the Peninsular Company to furnish a plan for this new undertaking.

This request was at once complied with, and an offer made to undertake the service with vessels of 450 H.P., at a cost not exceeding that of the small and inefficient Admiralty Packets which it was intended to replace. This scheme was put up for public competition, with the result that the work was entrusted to the Peninsular Company, and two new vessels of large tonnage and power, viz., the "Oriental" and "Great Liverpool," of 1,600 tons and 450 H.P. each, were forthwith employed on the line.

About this time (1839) much attention was being given to the necessity of obtaining a regular and comprehensive steam service with India.

The incentive to the proprietors of the Peninsular Company to undertake this task was a twofold one. They considered that the enterprise in itself was a necessity of the age, and as such likely, sooner or later, to prove remunerative, and they naturally concluded that the traffic of an Indian service would materially assist their Mediterranean line. With this conviction they applied for and obtained a Charter of Incorporation for the purpose of establishing steam communication with India under the title of the Peninsular and Oriental Steam Navigation Company. The Charter was dated

December, 1840. The "Hindustan" was the first steamer despatched by the Company to India, and her departure for Calcutta on 24th September, 1842, marked an epoch in the annals of Steam Navigation, the enterprise thus undertaken being publicly treated as one of National importance.

The extension of the line and the Mail Service to China was accomplished during the currency of the year 1845.

In the present day, when the ownership of steam vessels trading to the most distant parts of the world is all but a universal profession, it is not easy to realise the obstacles which existed forty or fifty years ago in the path of an undertaking of this kind. The slowness of capitalists to embark their money in the scheme, and the dislike on the part of the Government to enter into contracts for the Mail



*P. & O. S.S. "Hindustan" leaving Southampton, 24th September, 1842,
to open the Indian Mail Service.*

Service on these distant lines, in place of the system of conveyance by Government vessels, have already been referred to, and the extensive organisation which had to be completed before the new lines could be considered in working order, demanded energy and administrative skill of no ordinary kind. It must be remembered that not a single coaling station existed along the whole route from Suez to Calcutta and Hong Kong, and that every ton of coal had to be sent out from this country by sailing ships. At many ports there were no markets for provisions in the European sense, and how important and difficult must have been the duty of storing these large passenger steamers under such circumstances, can only be fully understood by those who have had experience of similar work.

There was practically no hotel accommodation on the route. At some places such as Suez and Aden, there was not even fresh water. Arsenal and docks for the repair of the fleet had also to be provided, first at Calcutta and then at Bombay, where the Company's China steamers had their head-quarters. To have these requirements supplied in such a way that comfort, and even luxury, prevailed for those who travelled by this new route, and to render this distant navigation as safe as science and skill could make it, was a work of a comprehensive order, the successful accomplishment of which must rank among the industrial achievements of an industrial age. Perhaps the most arduous task of all was the organisation of the Egyptian transit, for the large traffic, which followed the establishment of the Company's eastern lines, the Overland Route, as it is called, between the Mediterranean and the Red Sea. To Waghorn, of course, belongs the credit of having inaugurated this route, in a modern sense, but when the P. & O. Company entered upon the scene, the arrangements were in their merest infancy, and although the practicability of conveying mails and passengers through Egypt had been demonstrated, no appliances existed for traffic purposes on any considerable scale, whilst those which did exist were of the rudest kind.

The transport of cargo by these primitive methods was almost more difficult than that of passengers. More especially between Cairo and Suez, where every package had to be carried on camel's back, the distance of nearly 100 miles. Many thousands of these animals were employed in connection with this work, which embraced not only the transport of mails and cargo, but of water from the Nile for the several desert stations and for Suez; and what seems in the present day even more strange, *the coal for the steamers in the Red Sea had to be carried across the Isthmus in the same manner.* It is needless, therefore, to say that the Directors of the P. & O. Company were the first to urge upon the Pacha of Egypt the necessity of constructing a railway across the Isthmus, and the final accomplishment of this task in 1859 changed the character of the Egyptian transit to that with which the public has been familiar in later times.

The success of the Indian and China Mail Service soon found an echo in Australia and an anxious desire was expressed to obtain for the Colonies the benefit of steam communication with the mother country as quickly as possible, and the result of this was that in 1851 tenders were invited, and that of the Peninsular and Oriental Company being the lowest was accepted, but after the service had been running a short time its operation was partially interrupted by the Crimean War, which led to the suspension of a portion of the China service, and the discontinuance of the Australian service, owing to the heavy demands made on the Company for the conveyance of troops. The China service was resumed in 1857, and the Australian service, under a fresh contract, re-commenced in March, 1859, via Mauritius, changed shortly afterwards so as to proceed via Ceylon, by which route it has ever since been maintained. An important alteration in the character of the Service was also effected in 1854 by the



P. & O. S.S. "Ripon" leaving Southampton Docks for the Crimea, carrying the Grenadier Guards, 1854.

Company being requested to take over the conveyance of the Mails to Bombay from the East India Company.

The brief and hurried story of these important transactions has thus reached a goal where the Company is seen in possession of all the lines of steam communication between England and the far East—a position which had assuredly not been obtained through official favour or influence, but for which the Managers of the undertaking had fought many a stout fight.

It has not been thought worth while to turn aside to describe the various extensions of the Company's operations in Chinese and Japanese waters, but it requires to be stated that the India and China Contract coming to an end in 1866 was, after the report of a Parliamentary Committee, renewed in 1868 for twelve years, and the Australian Contract was renewed in 1864, under an agreement whereby it continued until 1873.

Thus the Company might again have been regarded as in tranquil possession for some years of a monopoly of steam communication with the far East, but a very short period elapsed before any such feeling of security was rudely dispelled by the successful opening of the Suez Canal. The Suez Canal quickly revolutionised the Maritime commerce of the East, being greatly aided thereto by the simultaneous improvement in marine machinery, through the introduction of the compound engine, with its use of high steam pressure and consequent economy of fuel, and the flood of tonnage which began to pour through the Canal soon produced a disastrous effect on the income of the P. & O. Company.

The opening of the Suez Canal also involved the Company in a dispute with the Government, as the Post Office declined to allow the Suez Canal route to be adopted unless the Company made large reductions in its subsidy. This dispute continued for two years before a settlement was arrived at, in the end resulting in a new contract being entered into.

The history of the subsequent contracts down to those now in force may be summed up in this, that the Company's offers for the different Mail Services proved to be more advantageous, both as regards efficiency and economy, than those offered by the Company's competitors, and the result is that the Company is at this moment the contractor for the carriage of the English Mails to Egypt, India, China, Japan, and Australia.

The list of steamers built by the Company during the 53 years of its existence, and the Company's exhibit in the Exhibition, giving a model of all the steamers built by the Company, as also the diagram showing this great past and present fleet (given on a previous page), are together almost an epitome of the progress of steamship building during over half-a-century, a period practically coeval with steam navigation in distant seas. There is a wide contrast between the paddle-wheel steamer of three or four hundred tons, with its clumsy side lever engines, and boilers carrying a pressure of probably not more than 10 lbs. to the square inch, and the vessels of 7,000 tons which were added to the fleet last year, with their triple expansion engines and boilers, carrying a pressure of 160 lbs. with greater safety than the 10-lb. boilers of old times.



S.S. "Victoria." 6,268 Tons, 7,000 H.P.

But it is not necessary to go back half-a-century to note the progress of naval architecture. Nothing, for instance, can be more marked in recent years than the increasing number of large ships in every trade. When this Company built the "Himalaya," thirty-four years ago (a vessel still doing service in Her Majesty's Navy as a transport), she was found to be too large for the commercial work of that day, and the Directors were glad to sell her to the Admiralty. Her tonnage is, however, less than half the tonnage of the "Australia." In 1870 the average tonnage of the Company's ships was 2,058 tons, while in the present year the average is over 4,000 tons.

A similar development in size of ships is common throughout the mercantile marine, but the highly economical results obtained by ocean steamers, in point of working, is not to be measured by the mere increase in their size. The introduction of what is known as the compound engine twenty years ago marked a revolution in the annals of ocean steaming, and the improvement then commenced has been steadily carried on. It is hardly too much to say that a pound of coal now does four or five times the amount of work which it did previous to the era of high and low pressure machinery. The honour of this achievement rests chiefly with the Marine Engineer, but the Naval Architect has contributed in no slight degree to the present extraordinary efficiency of the mercantile marine. The form of ships has been improved. It is no longer considered necessary to have hollow lines and a great rise of floor for the attainment of a moderate speed as formerly was the case. The chief triumph of the naval architect has been, however, in the more scientific adaptation of materials in order to ensure strength combined with lightness, and also in the quality of workmanship, which is enormously superior to what it once was, so that ships can now carry, per register ton, largely in excess of what it would at one time have been thought prudent. The employment of steel in shipbuilding and engineering has greatly furthered this end, but the result of these improvements is that weight such as iron and steel materials are now carried from London to China and Australia *at a rate which averages $\frac{1}{35}$ of a penny per ton per mile*. Compared with this result the lowest mineral rate on the cheapest English railway will appear almost exorbitant.

Among the incidents of the Company's history, the services rendered by its vessels in time of war are perhaps not unworthy of notice. In every warlike expedition in which the country has been engaged during the last fifty years, the Company may be said to have taken a part, in some cases, of course, a larger share than others. For example, in the Crimean War the work done was enormous, as the Company's vessels carried about 2,000 officers, 60,000 men, and 15,000 horses, which would be equivalent to a fair contingent of the English Army. Again, in the Indian Mutiny, when the British power trembled in the balance, the duty performed, although less extensive than in the Crimean War, was perhaps still more important. By means of the Company's ships the Government was enabled to despatch nearly 6,000 men to the scene of conflict in India in a comparatively short period, a reinforcement the value of

which can be well appreciated by those who remember that terrible time. It is not too much to assert that the Mutiny was prevented from extending to Bombay by the arrival of these troops. A similar record of service continues through all the subsequent wars in which this country has been engaged down to the more recent expeditions to Egypt.

Such is a brief epitome of the history of an enterprise which has fulfilled a not unimportant part in the commercial and political system which unites Great Britain with her vast possessions in Asia. There is no one now belonging to the Company who assisted at its birth. The changes which have occurred alike in the internal and external economy of the Company's business have been great and varied, and it has only been possible to glance at them in this paper. Progressive change is, however, the order of the day, and the marvels which have been accomplished in the world of shipping and commerce during the present generation are, probably, but the forerunners of still greater achievements in the development of industrial energy.

Happily the Company believes itself to possess a considerable measure of youth and vigour, which the writer trusts may be the case even at the close of another half-century. If, perchance, towards the middle of the twentieth century, the Chairman of that epoch should sit down to chronicle with affectionate interest the events which may transpire between now and such future time, he may refer to these pages in order to draw a piquant contrast between the past and the present that will then be—between the circumstances and surroundings of 1893 and the larger progress and wider interests then associated with the Peninsular and Oriental Company.

T. S.



P. & O. Steamer "Colombo" arriving off Sebastopol, 24th Dec., 1854, with Provisions for Wounded Soldiers and Sailors.



Galleys of Mediterranean off Rhodes 16th Century.

THE OVERLAND ROUTE AND THE SUEZ CANAL.

NEW AND OLD WAYS TO THE FAR EAST.

*Part of a Lecture delivered by SIR THOS. SUTHERLAND, K.C.M.G., M.P.
before the Greenock Philosophical Society.*

IT would be impossible to treat of the Suez Canal under any circumstances without reference to the Overland Route of our own day, which has closed its career within the last four years and will soon be forgotten. Some forty years ago, when I was told that I was to enter the service of a Company which controlled the Overland Route to India, my youthful imagination was fired at the prospect, not only of seeing the distant East, but of long and dangerous journeys across the continent of Asia,

“Wherein of antres vast and deserts idle,
Rough quarries, rocks and hills whose heads touch heaven,”

it might be my lot to know something. Every schoolboy knows that the somewhat imposing title of the Overland Route was conferred on that narrow thread of Africa which separated the Red Sea and the Mediterranean until the two seas were joined by the Suez Canal. For the last 30 years or more the journey across this isthmus was made by rail, and it was possible to disembark at Alexandria on a winter's afternoon and to embark on board the steamer at Suez early the next morning almost unconscious of passing through the historic land of Egypt; without even a momentary glimpse of its sacred river, its eternal monuments, or its widespreading and mournful deserts. In the earlier times the journey was, at all events, less commonplace. It occupied three or four days, one of which was spent either at Alexandria or Cairo. At Alexandria you made your first plunge into the true East, of which Malta and Gibraltar had given you some foretaste. Alas, there was and is nothing in the modern Alexandria to recall the splendour and

dignity of the famous capital of the Ptolemies. "Though earth and "air remain the same, imagination can scarcely find a place for the "ancient walls fifteen miles in circumference; the vast streets "through the vista of whose marble porticoes the galleys on Lake "Mareotis exchanged signals with those upon the sea, the magnificent "Temple of Serapis on its platform of a hundred steps, the four "thousand palaces, and the homes of 600,000 inhabitants." The journey to Suez was accomplished in three separate stages, first by the Mahmoudieh Canal (Mahomet Ali's great work for connecting the Nile with Alexandria), thence by the Nile to Cairo, and from Cairo to Suez across the Arabian Desert. Of the Mahmoudieh Canal, one need only say that one journey was enough for a lifetime,



Suez.

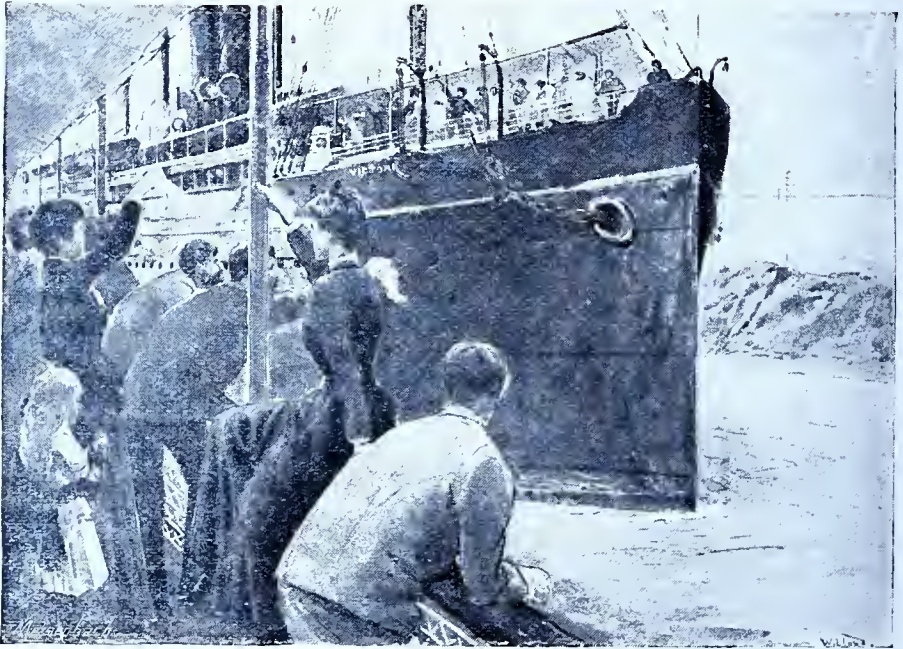
but few would sail upon the Nile for the first time without some touch of reverent feeling. Going towards Cairo you steam past the rich plains of the Delta, and the peace loving and industrious population, who, by the way, would come voluntarily and lift your steamer off if she got aground, are probably little changed from their forefathers of prehistoric times. At Cairo you begin to realise the true glamour and enchantment of the East. The final stage of the road to Suez lies for a hundred miles through the desert. Many years have elapsed since I made that journey in a vehicle like a two-wheeled bathing machine drawn by four horses. It was a summer's night such as the star-worshipper loves to gaze upon; the heavens were, indeed, "thick inlaid with patines of bright gold;" the sense of vastness and of silence, the shadow-like troops of camels bearing their burdens to or from the Red Sea over a track whitened

by the bones of thousands of their fellows, the sudden dawn, the lake-like mirage, the glowing fiery heat of Suez, and the delight of embarking on a noble ship in the Red Sea are among the impressions too keenly cut on youthful memory ever to be lost.

Bear in mind that by this route—the Canal, the Nile and the Desert—the mails, passengers and specie, and valuable freight were conveyed for many years before a railway was made across the Isthmus. The trade thus carried on probably amounted to the annual value of £40,000,000. The transport of a single steamer's loading across the desert required the services of some 3,000 camels, and it is not the least curious fact in connection with this not very ancient history, that the coal for the use of the steamers on the Red Sea had to be conveyed from Alexandria to Cairo by the Mahmoudieh Canal and the Nile, and thence on camels across the desert to Suez. It was impossible to charter sailing ships to carry coal to Suez, because the prevalence of northerly winds in the Red Sea throughout the great part of the year rendered the navigation of this narrow and dangerous sea, which lies north and south, impracticable for large vessels.

This Overland Route filled a most important place in the political and commercial economy of Great Britain for a half-century. It was the key to our Eastern Empire. The establishment of steam communication to India, China and Australia was a weighty fact in the development of the trade and commerce of the world. To the enterprise of the Peninsular and Oriental Company the credit of this achievement must be attributed. But the discovery, if it may be so called, of the Overland Route is due to Lieut. Waghorn. In the days preceding the Penny Post, and when the Post Office thought the mails were best sent to India in sailing vessels (wind and weather permitting) via the Cape of Good Hope, that officer, by dint of extraordinary exertions, compelled attention to the Egyptian route, and demonstrated that it was more eligible for steam communication with India than that via the Cape or the Euphrates Valley and the Persian Gulf, both of which had many votaries at one time.

The Overland Route had its day ; but in 1888 the Eastern Mail Service with the accompanying passenger traffic was completely transferred to the Suez Canal. Before the Overland Route came into existence—that is to say, previous to 1840—the way to the Far East was exclusively by the Cape of Good Hope. It was in the closing years of the fifteenth century that the first voyage to the shores of India was made by the Cape. Vasco de Gama sailed from Portugal in July, 1497, and reached India in August of the year following. But the 400 years which have elapsed since that memorable event are, after all, a thing of yesterday—a mere flea-bite in the world's history. How, then, was communication with the East maintained before Vasco de Gama showed the way round the Cape ? A glance at a map showing the caravan routes which in old times traversed the length and breadth of Asia, may help to answer this question. Let us look back for a few moments to those ancient lines of communication before we turn our attention to the Suez Canal.



Passing the Homeward bound Steamer in the Canal.

We can form a tolerably accurate idea of these caravan routes, though there are many gaps and breaks in the history of ancient commerce. Our oldest written history is, of course, contained in the Bible, and the first caravan mentioned there is that to which Joseph was sold by his brethren. The verse in Genesis says, "Behold a company of Ishmaelites came from Gilead with their camels, bearing spicery and balm and myrrh, going to carry it down to Egypt." But the way in which this is related would show that this was not the first caravan of the kind, and there is no doubt that a long-established trade had existed between Arabia Felix, the land of spices and incense, and Egypt, where the embalmment of the dead was practised in the earliest times. Even when Abraham came from Ur of the Chaldees to Haran and thence into Canaan and Egypt 2,000 years B.C. (according to the generally received chronology,) the world was *then* an old world, and the great Pyramid of Ghizeh had been standing, perhaps, more than 1,500 years. The hieroglyphic writings of Egypt and the cuneiform inscriptions on the baked cylinders of Assyria have yielded up their secrets. To-day we may see chiselled on a rock near the site of some ancient mines in the Sinaitic Peninsula, the inscription of an Egyptian king named Snefreu, the date of whose reign was 2,000 years before Abraham left his native Chaldea, or 6,000 years before our day; and but little later than that time, a Babylonian king named Sargon marched to the shores of the Mediterranean and even invaded the island of Cyprus. What we conclude therefore is that the countries lying adjacent to the Nile on the one hand, and to the Tigris and Euphrates on the other, were the

centres of considerable civilization and commercial intercourse in an age of the most remote antiquity. A "goodly Babylonian garment" tempted Achan to commit sacrilege at the fall of Jericho, a fact showing that the manufactures of that great city were then widely spread. But Babylon was not only a great manufacturing centre for cottons, woollens, carpets, and a variety of other staples of life and luxury, her geographical position gave her an almost unrivalled command of the Eastern caravan trade. On one hand she commanded the Euphrates Valley and the Gulf, which by sea gave her access to the Persian west coast of India, and the eastern coast of Africa; while by land she had access to the caravans which passed through Central Asia to Northern India, and perhaps to China, and which pursued their course via Bokhara to Samarcand, just as the newly-opened Russian Railway proceeds this very day from the shores of the Caspian—a railway with which our own lines in India will undoubtedly sooner or later come into connection.

Here we come across another famous people of the old world, the Phœnicians, of whom unfortunately we do not know as much as we should like, because the monuments they have left behind them (so far as these have been discovered) are insignificant in comparison with those to which we have access appertaining to Egypt and Babylonia. We have no records even of what the famous ships of Phœnicia were like. What we know is that these people were the traders, the architects, the builders, the seamen, and the colonising race of antiquity, and that from their narrow territory on the sea, hemmed in by the Lebanon, they explored the Mediterranean and Atlantic, and founded great colonies such as Carthage in Africa, and other settlements in Sicily and Spain. There is ample reason to believe that in the time of Pharaoh Necho, 600 B.C., they circumnavigated Africa from the eastward, returning to the Mediterranean by the Pillars of Hercules, thus anticipating the voyage of Vasco de Gama by 2,000 years. At a very early date they had established settlements in the Persian Gulf on what are now the Bahrein Islands, and while possessing this outlet eastward, they were at the same time in close touch with the caravan lines which stretched from the Mediterranean and the Nile to the Euphrates and the Persian Gulf. In short, as masters of the sea, they may be said to have influenced and directed the land traffic through a considerable part of Asia. The great caravans which they may be said to have been allied with are as follows:—

(1) That from Syria to Egypt, which crosses the Suez Canal at Kantara, the route by which the Patriarchs came into Egypt. Not far off the other side of Lake Menzaleh are the ruins of Pithom and Zoan, in the land of Goshen. (2) The Arabian Caravan, which followed the line of the Red Sea (as the caravan route to Mecca of our day) to Yemen, the southern province of Arabia, the great mart of spices and frankincense, and in all probability a centre of very ancient trade with Eastern Africa and the south coast of India. (3) The great road to Babylon, passing through Damascus, Baalbeck and Palmyra, to which reference has already been made and which connected through Persia with the

caravans of Central Asia. Backtra or Balkh was a great centre of this traffic, being a sort of Crewe or Carlisle junction on the highways to India and China. (4) Another important route was that into Armenia, where the Phœnicians traded largely in horses and in human flesh, for undoubtedly the slave trade formed no inconsiderable portion of their business. The profession of a freebooter was in those days most highly respectable.

Such, very roughly, may be described as the oldest ways to the East in connection with the Phœnician enterprise in the Mediterranean and the Atlantic. We know that this remarkable people were at home as far West as Spain, and it seems certain that they became very early customers for some kinds of British produce on the coast of Cornwall.

There are many gaps and breaks in our knowledge of ancient commerce. The town of Sidon is mentioned in Genesis, but the Phœnicians do not come up for particular notice in the Bible until the reign of David. David was a great warrior, and his sway was acknowledged from Syria to Mesopotamia. But he never conquered the Phœnicians. He found them far too useful, and therefore entered into a close alliance with Hiram, King of Tyre, who we are told was "ever a lover of David," and who built the palace at Zion, sending thither "cedar trees, carpenters and masons." Solomon, who inherited great wealth from his father, was in still closer friendship with Hiram. He resolved to expand the commerce of his country, and to that end Hiram built a navy for him at Ezion Geber, and not only built but manned his ships, which sailed to Ophir and fetched from thence 420 talents of gold, which would be something like £3,500,000 sterling. But Solomon not only expanded his



Port Said and Entrance to Suez Canal.

commerce by sea, he zealously developed the caravan trade, and built Baalbeck and Tadmor, that is Palmyra in the desert, as stations for the purpose of facilitating this important traffic, and, as we read, "the weight of gold which came to Solomon in one year was six hundred three score and six talents of gold. Besides that, he had "the traffic of the spice merchants, and of all the kings of Arabia, and "of the governors."

We do not know and shall probably never know where Ophir was. It is one of those open questions which may be disputed for all time. Another interesting question is whether the fleets of Solomon and Hiram ever reached India. Personally, I think so, but the fact remains that we know nothing authentically about India until the time of Alexander the Great, so here is another gap in history. Solomon's era was about 1,000 B.C., and the Persians took Babylon B.C. 538, when feeling no interest in commerce they blocked up the Tigris to prevent risk of invasion from the sea. This barbarous act led to the decline of Babylon from its high position as a great and wealthy emporium. Alexander the Great some 200 years later destroyed the Persian power in Asia, and afterwards marched into India as far south as the Sutlej. Subsequently he descended the Indus to the sea, and despatched homeward a fleet with part of his army to the Persian Gulf while he marched the rest of his force back overland to Babylon. It was his intention to clear the obstruction placed by the Persians to the navigation of the Tigris, and to make Babylon the capital of his Empire. What might have happened if he had lived we cannot guess, but when he died suddenly his great empire was divided among his generals. But Alexander was not only a great military genius, he possessed the governing instinct in its highest form, and perceived clearly that unless he could associate commerce with Empire, his conquests would come to naught. Hence at every stage of his victorious career he planted settlements named after himself, of which the greatest was the Alexandria which became the capital of the Ptolemies and the chief *entrepôt* of commerce between the East and the West, a position which it held for more than a thousand years. The overland trade to Babylon had received a mortal wound at the hand of the Persians, and the commerce between the East and West was thence to betake itself to the Red Sea, though not across the Isthmus of Suez, as in the day of our own Overland Route. The difficulty of navigating that sea was felt—even in those days of small vessels—and the trade from Alexandria was carried first up the Nile to a place called Coptos, and thence by caravan to Berenice, a port near which the Red Sea widens so as to admit of more open navigation. You may guess how great the wealth of these Ptolemies became, when the last of them (Cleopatra) was said to have possessed among her jewellery earrings alone valued at £150,000. You may imagine how important the Roman trade became at a subsequent date when the demand for silk, jewels, and spices, seemed likely to drain the Empire of silver; when Cæsar gave £50,000 for a single pearl, and Nero burned more cinnamon and cassia at his wife's funeral than was imported from the East in a single year.

This great overland trade continued from the era of the Ptolemies down to the time of the Mohammedan conquest; but in the Middle Ages the East was more or less closed to Europe. Venice, which rose to wealth about the time of the Crusades, was in Europe the sole emporium of Oriental commerce. She became, in fact, an Oriental city, and her workmen learned their arts in Egypt and Mesopotamia. "Her bazaars were filled with the products of the East, with the dymity and other cloths and silks and brocades of Damietta, Alexandria and Cairo, cotton from Baalbeck, silk from Baghdad, and satin from Armenia; and she introduced to Europe not only the products of the East but their very names. "Sarcenet is Saracen stuff, Tabby is named after a street in Baghdad where watered silk was made; Baldacchini is simply Baldac, *i.e.*, "Baghdad Canopies; Samite is Shami, 'Syrian' fabric; the very "coat of the Egyptian, the jubba, is preserved in guippa, jupe." But the antagonism between the Moslem and the Christian led to the quest for a sea route to the East, and to the Portuguese the honour of being its pioneers must necessarily belong. Strange as it may seem, the heart's desire of Columbus was not to reach the West, but the East—not to discover a new world, but to reach India or the shores of far Cathay across the wide Atlantic, an ambition which had been roused by the marvellous narrative of Marco Polo's journeys and adventures in the land of Kublai Khan.

We have thus endeavoured to trace in broad outline some of the old ways to the East down to the opening of the Suez Canal. We must not forget also to note that in the time of the Pharaohs a freshwater canal existed between the Nile and the Red Sea, although it is not certain by whom this canal was made. It was however open in the time of Herodotus, 400 years B.C., and it continued to be in use more or less into the 7th Century. Thence, until Napoleon's invasion of Egypt in 1798, the idea of a canal of any kind was unheard of. Napoleon, however, being desirous of menacing the British possessions in India gave orders to survey the route with the view to a canal. The result of this survey was a most erroneous conclusion that a difference of no less than 30 feet existed in the level of the two seas, an estimate which knocked the Napoleonic idea at once on the head. From that time the question was dead, until in our own day it was brought to life again in a new shape. It was reserved for Count Ferdinand de Lesseps to conceive, and almost single-handed, to execute the present great Ocean-Canal, in the teeth of difficulties which would have crushed a hundred meaner men.

Lesseps was not an engineer, but a diplomatist. Born in 1805 he entered his profession as a youth, and in 1831 he was sent from Tunis to serve in the Consulate at Alexandria. His ship and her passengers were there put in quarantine for 37 days, and to relieve the tedium of this imprisonment he was lent books by his Consul, among them being a work on Napoleon's campaign in Egypt, which gave an account of a survey of the Isthmus. The subject seems to have fascinated Lesseps from the first, and, during his residence in Egypt he lost no opportunity of studying the question in all its bearings. The idea gradually

took possession of his mind that it would be practicable to cut a great waterway through the Isthmus, not a miniature canal in connection with the Nile, dependent on the rise and fall of that river (such as had existed in ancient times), but an open sea-way through the hundred miles of African desert, which intervened between the Mediterranean and the Red Sea. He remained in Egypt from 1831 to 1839, and two circumstances may be referred to as having materially affected his subsequent career. The first of these was a close and warm friendship with Saïd Pasha, who subsequently became Viceroy; the other was the fact of being a close observer of Waghorn's heroic efforts to establish the Overland Route. Waghorn's example stimulated him to like perseverance when his own greater difficulties came, while, at the same time, he divined the vast superiority which a Canal would possess over the cumbrous system involved in an Overland Route, however efficient. Lesseps quitted Egypt in 1839, his beloved idea stamped and rivetted in his brain.

Having leisure, therefore, at his disposal to urge on his cherished project, the first step which Lesseps took was to forward to Abbas Pasha, then Viceroy of Egypt, an exhaustive memoir on the question. But Abbas was a voluptuary who had few ideas beyond those of his own pleasures. Perceiving that nothing was to be done in that quarter, Lesseps then made application to the Sultan at Constantinople, in the hope of moving that Sovereign, who is the Suzerain of Egypt, to take some interest in the matter, but neither did he meet with any encouragement there. Some years thus passed. On a certain day in August, 1854, he heard of the death of Abbas Pasha, and that his bosom friend Saïd had succeeded to the Viceroyalty. He hurried to write his congratulations, expressing the wish to come to Egypt to offer his homage in person. The reply came swiftly with a cordial invitation from the Viceroy, appointing place and time for their meeting at Alexandria in the following November. When he arrived there, his reception by the Pasha was princely and affectionate. An animated discussion afterwards ensued, the Viceroy was at length convinced, and in a few days the concession was given in handsome and even lavish terms.

Only in a speculative sense, however, could the concession be of any value until the project had received the consent of the Sultan. Lesseps immediately left for Constantinople with the warmest letters of recommendation from the Viceroy. At Constantinople Lesseps found himself confronted by Lord Stradford de Redcliffe, whose influence was paramount in the counsels of the Porte. Lord Stradford did not condescend to argue the question. He simply told Lesseps that his scheme was inopportune—a most valuable diplomatic phrase for putting aside what it is inconvenient to discuss.

Lesseps thereupon betook himself to Paris, there to enlighten public opinion and enlist sympathy. The Emperor was friendly and the Empress even more so. But the keynote of French politics was then the English alliance, and Lord Palmerston was the Emperor's powerful supporter, whom it would not do to offend. Lesseps went accordingly to London to see Palmerston and had

several interviews with that eminent man, the result of which was the most frank assurance of determined hostility. From Lord Clarendon, then Foreign Minister, Lesseps received the same sort of reply, while the English press united in a chorus of opposition, declaring that no canal could be made through a sandy desert, but that even if it were made it would immediately fill up and become an impracticable and useless ditch. Nothing daunted, Lesseps appealed from the Ministers to the people of Great Britain. He held meetings with Chambers of Commerce, being everywhere well received, and scattered his canal literature broadcast throughout the country. But Palmerston was immovable. When in 1857 a discussion took place on the subject in the House of Commons, Palmerston roundly declared that "the scheme was a bubble intended like many others to trap gullible investors." Lesseps spent five precious years in combating English opposition, and in striving to rouse public opinion throughout Europe in favour of his project without result.

Palmerston's Government fell in 1857, but the attitude of the Conservative party which succeeded was in no way different on this question. Disraeli said, in a debate which took place on the subject in 1858, that the attempt to construct such a canal would be perfectly futile. It is satisfactory to remember that several politicians of standing, especially Gladstone and Roebuck, united in condemning the narrow and selfish policy which Palmerston had inspired. Still the Sultan was not allowed to give his assent. But the moment arrived when the Gordian knot was finally and unexpectedly to be cut by Prince Metternich, who advised Lesseps to form his company, to secure his capital, to commence the work, and in short to defy Turkey and England alike. Lesseps acted upon this advice, and formed his company, obtaining his capital at once.

Behold, then, our concessionnaire in command of his millions and ready to begin the work. Let us see what were some of the difficulties attending its accomplishment. Apart altogether from any question of engineering difficulty, the conditions under which the work would have to be commenced might have dismayed many men. The scene of operations was a howling desert. There was no habitation, no living creature, above all—no water. Only a wide expanse of sand, how desolate may be judged from Lesseps' description: "Our caravan," he writes, "carried our water, our victuals and our sheep and fowls. Beyond these animals there was not even a fly in this hideous desert. At night we opened the cages of our fowls, full of confidence, for we were sure that the next morning all our beasts would come round us, not to be abandoned in these places where solitude is death. When we struck our camp the next morning, if at the moment of our departure a hen had lurked behind, pecking at the foot of a tamarisk shrub, she would jump up frightened on the back of a camel to regain her cage." Such was the country in which the gigantic operations now to be commenced, would have to be carried on.

Let us assume, however, that these natural obstacles have been so far overcome, that labourers, provisions, shelter, water, and even



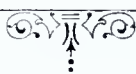
Steamer entering Canal at Port Said.

perhaps some rude machinery have been brought into the desert. The first stroke of the pickaxe, or whatever did duty for it, was given on the 25th April, 1859, more than four years after the concession had been granted.

A long time was wasted in consequence of labour difficulties which occurred in 1863. Yet such was the energy and perseverance of Lesseps and those who were associated with him, that the world was absolutely startled by the news that the Maritime Canal was to be opened in 1869, or just ten years after the work had been commenced.

Up to the last moment this statement was not generally credited, but was regarded in many quarters simply as a piece of French bombast. Nevertheless on the 17th November, 1869, an imposing fleet of ships passed through the Canal from sea to sea, amid demonstrations of extraordinary enthusiasm. Emperors, Princes and Potentates accepted the hospitality of the Sovereign of Egypt to assist on the auspicious occasion, and Lesseps was hailed as one of the greatest men of his age.

Such is a faint outline of the story of the Suez Canal, a vast undertaking accomplished by the persevering determination of one man.



EGYPT.

By STANLEY LANE-POOLE.

THERE are three Egypts to interest the traveller—the Egypt of antiquity, the Egypt of the “Arabian Nights,” and the Egypt of European enterprise. The first is recorded in pyramids, temples and tombs; the second is still to be seen in Cairo and the country towns; the third has its witnesses in Alexandria and the Suez Canal. The visitor sees these three stages of civilisation in inverse order. Whichever way he comes from England—and in the P. & O. Company’s steamships he has the choice of three routes (from London, or from Naples, to Port Said and Ismailia, or from Genoa, Naples or Brindisi to Alexandria)—the first thing he will see will be lighthouses and breakwaters and other illustrations of European science; he will surely visit Cairo next; and thus the most ancient of the three Egypts—that of the pyramids and temples of the Nile Valley—is revealed to him latest of all.

We have chosen for the present the route *viâ* Brindisi to Alexandria, because Port Said and the Suez Canal have a chapter to themselves; and we shall arrive in the month of October, because we are then sure of quite five months before the climate becomes unpleasantly hot. Egypt does not appear to advantage from the sea; the coast is very low and flat, and the most prominent objects are numerous windmills, the Pharos (the modern representation of the ancient beacon which was one of the seven Wonders of the World), and Pompey’s Pillar, a red granite column, which was set up, not by Cæsar’s great rival, but by a Roman prefect of the fourth century. As we divide the brilliant azure water of the harbour, evidences of English work appear on all sides, and, foremost of all, the gigantic breakwater and mole and handsome quays which were constructed by an English firm for over two-and-a-half millions sterling. On our left, on the island of the Pharos, which helps to enclose the port, is the palace of Ras-et-Tin, whence the Khedive witnessed the bombardment of the forts by the British fleet on 11th and 12th July, 1882. The effect of the shells may still be traced.

On landing, the visitor cannot fail to be struck with the peculiar features of a semi-oriental crowd, but Alexandria has been so much Europeanised, and contains such a large proportion of European inhabitants, that we must wait till we get to Cairo if we wish to see real Eastern scenes. Of the city which Alexander the Great founded in 332 B.C., almost nothing remains. The Serapeum, the Museum, and the Library (which once held nearly a million volumes before it was burnt in Cæsar’s time) have all vanished; so have the twin obelisks which Cleopatra stole from the Temple of the Sun, at Heliopolis, and which are now misplaced in London and New York.

The associations of the heroic past, memories of the great conqueror, of the Ptolemies, and Antony's "Royal Egypt," of Hypatia and Cyril, may crowd upon the mind, but will find no confirmation in the eye. Alexandria is simply a commercial city, where most of the business is done by Franks, and where a mixture of Eastern gaud and squalor, with European wealth and respectability, bears witness that Ham and Philistia "have kissed each other."

If we were to coast eastward from Alexandria to Port Said we should pass Abu-Kir Bay, where Nelson, in 1798, sent most of the French fleet to the bottom; and the picturesque little town of Rosetta, near which was found the famous trilingual stone, which first taught us how to decipher hieroglyphics; and, again, the city of Damietta, often fought over by the Crusaders, and once a great



S.S. "Arcadia," 6,362 Tons, 7,500 H.P.

manufacturing centre, whence the cloth therefore named "dimity" was exported to all parts of Europe. We should see, moreover, several of the mouths of the River Nile, which in flood time pours 700,000,000,000 cubic metres of water daily into the Mediterranean. But we must hasten to Cairo, and, thanks to the network of railways which connects all the chief cities of the Delta with the Suez Canal, we shall not be obliged, as our fathers were, to sail slowly up the Mahmudiya Canal in order to visit that "brightest gem in the handle of the green Egyptian fan"—the "guarded" City of Cairo. So do the Easterns compare the long narrow valley of the Nile, and its broad Δ shaped embouchure or delta, to a long-stemmed fan; and as we travel along the 131 miles of railway, we can testify at least to its

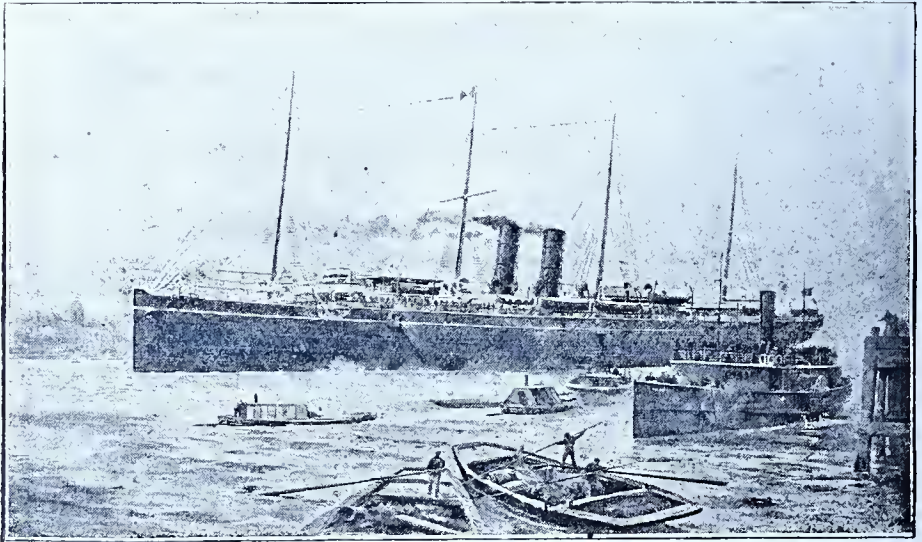
greenness. Once clear of the belt of salt lagunes that fringes the sand hills behind Alexandria, the Delta spreads before us the richest soil of Egypt. The precious alluvial deposit washed down annually by the flooded Nile from its gigantic reservoirs in the Abyssinian mountains nourishes magnificent crops, and the spreading arms of the river, the intersecting network of canals, and multitudes of *sakiyas* or waterwheels, regulate the distribution of the water to a nicety. Wheat, maize, barley, rice, *dura* (millet), beans, cotton, and indigo are grown here in luxuriance, and a succession of three crops in the year is not unusual with skilful farmers. The mud villages, with their little white mosque and minaret, their pigeon towers, and the sparse cluster of palms or tamarisks by the well, where well-grown women are filling the great earthen pitchers, which they afterwards balance with a stately grace upon their heads, make a characteristic picture; but there is nothing, perhaps, that need detain the traveller in the Delta save the wonderful excavations and discoveries of the "Egypt Exploration Fund" at the Bible Cities of Pithom and Zoan (Tanis), in the land of Goshen, and the famous Greek port of Naucratis. At Pithom he may see the ancient sun-dried bricks, which Pharaoh's taskmasters set the children of Israel to make without straw. The only town of Lower Egypt which is worth a visit is Tanta, during the great periodical festivals of the Saint El-Bedawi, when revels take place, which are the modern representatives of the Bubastian orgies of which Herodotus tells. Zakazig is commercially interesting as the cotton centre, and near it runs the Sweet Water Canal which supplies Ismailia and Suez with Nile water, and which was the scene of the engagements of Kassasin and Tel-el-Kebir in August and September, 1882.

"He who has not seen Cairo has not seen the world," says the Jewish physician in the Story of the Humpback: "its soil is gold; its Nile is a wonder; its women are like the black-eyed virgins of Paradise." Cairo is perhaps the most beautiful example on earth of a Mohammedan capital, and, though Western progress is doing its best to spoil it, we can still forget the modern hotels and restaurants, shop fronts and "desirable villa residences," and other necessary abominations of the West-end, and take refuge in the labyrinth of narrow lanes which intersect the mediæval city, just as they did when Saint Louis led his fatal crusade and lovely Queen "Pearl-Tree," first of the Mamlukes, was beaten to death in her bath with her own wooden clogs. "As we thread the winding alleys, where a thin streak of sky marks the narrow space between the lattice windows of the overhanging upper storeys, and dive under a camel here, or retreat into a recess there, to escape what seems imminent death at the feet of the advancing and apparently impassable crowd of beasts of burden—camels, asses, horses, laden or ridden—we may fancy ourselves in the gateway of Ali of Cairo, and in that stall round the corner we may hear the stories of the immortal Barber himself; within the gated lattice over the way, the Three Kalenderis may at this moment be entertaining the portress and her fair sisters with the history of their lives, and, if we wait till night, we may see the good Harun al-Rashid himself (though he did live in Baghdad)

coming stealthily on his midnight rambles, with Jaafer at his heels and black Mesrur clearing the way. A few streets away from the European quarters, it is easy to dream that we are acting a part in the veracious histories of the Thousand and One Nights, which do in fact describe Cairo and its people as they were in the fifteenth century, and as they still are to a great degree."

Deliberately turning his back upon the West-end, or Ismailia quarter, where nothing is worth a glance, except from a professional bricklayer's point of view, the traveller will rapidly pass up the street called "The Muski" till he comes right into the unmistakable Eastern city. A long thoroughfare running from North to South will attract him, and in passing through its entire length he will see some of the most characteristic sights and buildings in Cairo, from the Norman-looking eleventh-century gates of the old Fatimi city, past the Mosque of El-Hakim, the mad founder of the Druse superstition, on the left, and those of Barkuk and En-Nasir, and the exquisite tomb of Kalaün, on the right; past the Azhar University, where 2,000 students from all parts of Asia and Africa, even from distant Sierra Leone, are taught gratuitously by professors learned in the learning of the Egyptians; under the massive gate Zawila, where people still offer mysterious trophies of hair and teeth to the famous saint who is believed to hide behind the door, and where, in 1517, the Turkish Conqueror of Egypt, Selim the Grim, hanged the last of the Mamluke Sultans by his neck till he was dead; on, past the largest mosque in Cairo, Sultan Hasan's, with its splendid arches and unequal minarets, till he stops for breath beneath the gate of the citadel. He seems to have seen all the nations of the world, and his mind is confused with images of green turbaned *sherifs* or descendants of the Prophet Mohammed, blue turbaned Copts, red-fezzed frock-coated officials, extremely naked children, sedate professors, with snowy coils of muslin round their shorn skulls, tradesmen in striped *kaftans* (of Manchester make) squatting cross-legged in their little boxes of shops, solemnly puffing at their *chibuks* or *narghilas*;—and a pair of lustrous black eyes, shining above a white face-veil, and tempting the observer to speculate upon the contents of that balloon of black silk, which almost extinguishes the donkey that carries her—for a lady it is—does not tend to clear the faculties. He remembers a whole street full of "sounding brass," where the coppersmiths ply their trade, as is the custom at Cairo, all close together in a single district; and another full of nothing but red and yellow slippers, while a third seemed to be entirely composed of little bottles of attar of rose. But, most of all, he prizes the memory of the stately line of mosques, which stand side by side along that central street like the colleges in "the High" at Oxford. The mosques of Cairo are the most beautiful and continuous series of Saracenic monuments in the world. They show us the chaste and restrained stage of the art between the over-elaboration of the Alhambra and the heaviness of the Mohammedan architecture of India. No traveller should miss seeing—as examples of the cloistered mosque—the ruined but beautiful Ibn-Tulun (9th c.), the spacious Azhar and El Hakim (10th c.), and, among transept or

cruciform mosques, Kalaün (13th c.), Sultan Hasan and Kait Bey (14th c.), but for this last he must wander eastwards out of the city among that exquisite wilderness of tawny domes and minarets, mis-called the "Tombs of the Khalifs." In every mosque there is an inlaid, carved, or painted niche in the wall, indicating the *kibla* or direction of Mecca; round this niche centres the best decoration,—mosaics of marble and porphyry, of ivory and mother-of-pearl, wood and plaster carving, stained glass set deep in cunningly-shaded borders, and Kufic inscriptions; and close to it is the pulpit, often a splendid piece of carved and inlaid panelling arranged in complicated geometrical patterns, and in front stands the lectern or platform where the Koran is recited. The peculiarly graceful outlines of the domes and minarets, never quite attained in our European domes, are the most strikingly beautiful external features; and it must not be forgotten that, while the columns in the cloisters are often



S.S. "Australia" going down the Thames.

Roman, and not seldom set upside down, the pointed arch was first used in the mosque of Ibn-Tulun long before it was known in Europe.

The traveller will be fortunate if he can obtain a glimpse of the interior of a good private house, and treasure up recollections of the skilful use of panelling and tiles, the rich effects of facets of stained glass, and the mazy intertwinings of the latticed *meshrebiya*. But few visitors penetrate beyond the inner court, round which the house is always built, where the windows are thickly webbed with carved and turned lattice-work; and though bright eyes, fringed with *kohl*, are undoubtedly peering through at the stranger, they are not likely to discover themselves if any Mohammedan is by. Exquisite carved screens are a speciality of Egypt and peculiarly of the Copts, who

still retain some beautiful examples in their curious churches built within the bastions of the old Roman fortress of Babylon at "Old Cairo," or Masr el-Atika.

But we must take leave of Cairo, and the place where we bid the "Mother of the World" farewell must be the parapet of her Citadel. We are standing where Saladin stood when he had built the fortress; down below is the narrow passage where Mohammed Ali massacred the Mamlukes; yonder is the gate through which Major Watson and a handful of dragoons rode on 14th September, 1883, in the face of 8,000 of Arabi's followers, and paraded and dismissed the Egyptian garrison; but we have no eyes for the Citadel or its huge alabaster mosque and other sights, for before us all Cairo lies like a map: a labyrinth of crumbling flat-roofed houses and green, shady courts, overtopped by hundreds of chiselled domes and tapering minarets, whence the evening call to prayer may now be heard resounding from the muezzins' throats:—"Allahu Akbar. There is no god but God; Mohammed is the Apostle of God. Come to prayer. Come to salvation. *Allahu Akbar! La ilaha illallah!* And there beyond, in the amber glory of the descending sun, which turns the desert into gold and the Nile to gleaming silver, three shadowy points appear, and we know that they are the Pyramids. We have left European Egypt behind, the Egypt of Khedives and railways; we have forgotten for the moment even beautiful mediæval Cairo, and the Egypt of Saladin and John of Brienne: one thought alone fills the mind—we are in presence of a civilisation which was already ripe five thousand years ago. "Time mocks all things; but the Pyramids laugh at Time."

People have discovered, or think they have discovered, many remarkable properties about the pyramids; but the main fact to be remembered is that they are merely vast cairns—exquisitely built indeed, but still cairns—gigantic barrows, that mark the graves of departed monarchs, who wished to keep their mummied bodies inviolate for all time. A chamber or chambers were constructed as the huge pile was built, and when the founder died, his mummy was gently urged down the sloping passage which connects the central tomb-chamber with the outer surface, solemn rites were performed, and the entrance was then closed. All the principal pyramids are grouped in one region—the great necropolis of Memphis,—and they are nearly all the tombs of princes and statesmen of the earliest of the many dynasties of Egypt, those who ruled at Memphis (the Noph of the Bible) from about 4000 to 3000 B.C. Their capital has almost disappeared, but there is proof enough of the marvellous life that was lived there, in the pyramid-tombs of Giza, Sakkarah, Meydum and round about. The pyramid most commonly visited, because of its nearness to Cairo and the practicability both of external ascent and penetration within, is the largest, the "Great Pyramid" of Khufu (Cheops) at Giza, and it is "the most prodigious of all human constructions." It was originally 480 feet high—higher than Strassburg spire; it covers 13 acres at the base, and weighs about seven million tons. Its materials would build over 20,000 eight-roomed cottages, and house a population of 150,000. Like all its fellows, it stands

exactly square to the four points of the compass. The great limestone blocks, some of them five feet broad and high, and thirty feet long, were brought from quarries on the other side of the river, and then propelled on rollers along a well-laid causeway to their present site. Mechanical appliances were as familiar to these wonderful Egyptians of 5,000 years ago, as the art of cutting and polishing the hardest stone. Twenty years, says Herodotus, the Great Pyramid was a-building ; and when it was finished, instead of presenting the rough series of steps it does now, the whole edifice was cased with shining red syenite, brought all the long 500 miles from the first cataract, which glistened so brightly that the pyramid was known as the "Pyramid of Lights." From the top a glorious view is obtained of the green river valley, and the necropolis of mighty tombs, and distant Cairo ; and to see the moon set and the sun rise over the splendid prospect is a never-to-be-forgotten sight. Within, dark and mysterious passages conduct to internal chambers, the walls of which are so exquisitely built of hard granite, that the finest paper cannot be inserted between the joints of the huge stones. The mummy of the founder has long since been removed—whither we know not—but his stone coffin still remains in the "King's Chamber." The second pyramid of Giza still retains some of its original casing at the top, while round the third, the Red Pyramid of Menkara, where once lay the body of Queen Nitocris, a Loreley legend has grown up : the queen's blushing face caused her to be confounded with the rosy-cheeked Rhodôpis, the Greek favourite of King Amasis, and superstition imagines that a fair but treacherous woman haunts the Red Pyramid and bewitches travellers :—

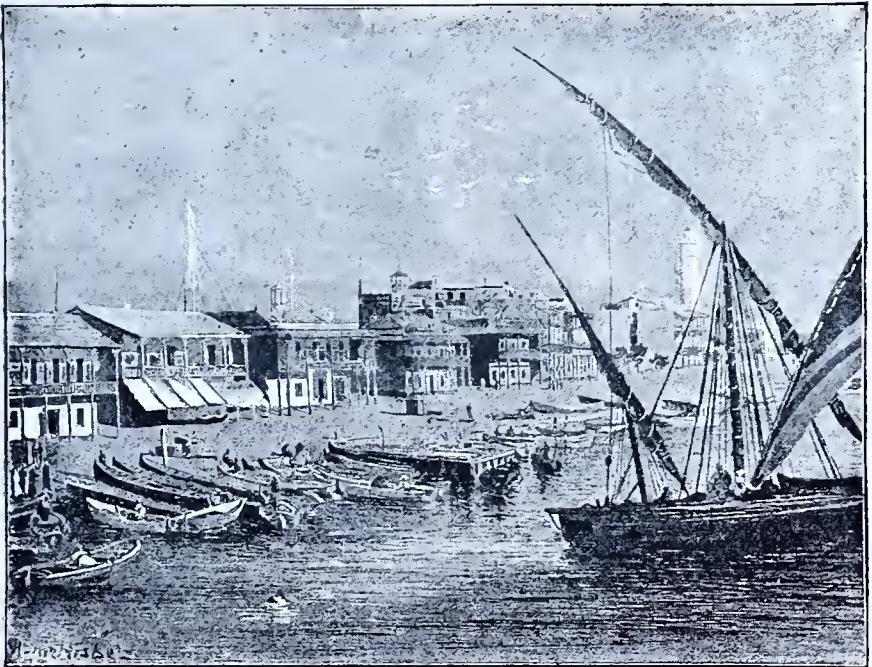
Fair Rhodopé, as story tells,
The bright unearthly nymph who dwells
'Mid sunless gold and jewels hid,
The Lady of the Pyramid.

In front of the pyramids of Giza is one of the most impressive statues in the world ; out of its desert shroud the lonely Sphinx raises its great calm face, and surveys the sacred river with the same impassive grandeur that it showed in those oldest days of history when the pyramid builders were busy with their unimaginable toil.

Not far off, at Sakkara, is the strange Step-Pyramid, perhaps the oldest monument in the world, and here too is the wonderful Apis Mausoleum, where all the sacred bulls that for two thousand years were successively worshipped alive at Memphis,—reclining softly on a bed, screened by a curtain, and waited on by obsequious attendants,—lay, mummied, each in his huge sarcophagus carved out of a single stone, and ranged in long galleries excavated in the solid rock beneath the desert sand. Violated as these and many other graves have been, the pyramids and tombs were not all empty ; and at the museum which Mariette founded at Bulak, the port of Cairo, may be seen the oldest sculptures in existence. There, side by side, sat Rahotep, an officer of King Seneferu, and his fair and queenly wife Nefert "the Beautiful," a princess when the world was five thousand seven hundred years younger, and a beautiful princess still. The faces of both are full of

expression, and the brilliant eyes, imitated in crystal, ivory and dark ores, are wonderfully lifelike: There too is the sturdy form of the "Village Sheykh," of the same period, but carved in wood, and looking every inch of him a modern Egyptian such as we meet to-day. And, to notice only the works of the sculptors of the pyramid age (and there is much besides in the museum), King Khafra sits yonder, chiselled in hard green diorite, with just such an air of majestic dignity as he wore when he built his temple near the then youthful Sphinx.

A Nile voyage is one of the most perfect forms of human enjoyment; but to be enjoyed to the full it must be performed quietly, lingeringly, almost in solitude. Yet the many who cannot spare the time for the leisurely sailing of the *dahabiya*, and are even



Port Said.

compelled to shorten their course by a dusty railway journey as far as Asyut, or even higher, may think themselves fortunate that even busy men may feel much of the charm of the Nile from the deck of a little steamer. That charm is something quite peculiar. The scenery is monotonous; the great river which created Egypt by burrowing a groove in the desert, and which renews her life annually by his fertilizing flood, is too broad and smooth and mud-coloured; the hills that bound the narrow streak of verdure are in general low and unimpressive; the brown banks and green fields, the occasional clumps of sycamores or palms, the white-mosqued villages, and scenes of peasant life, the *shadufs* and waterwheels, offer little variety; yet "there is a solemn stillness, an air of unchangeable indifference to human affairs, an aspect of time-defying antiquity about the whole

scene, that stirs an unwonted feeling of awe and personal insignificance. And there is a charm about the air and sky of the valley which it were hard to match. The exquisite tints of Nile scenery have no parallel; nowhere else can be seen the vivid contrast between the brown villages fringed with palm groves and crowned with white minarets, and the waving fields of pale green corn, or sweet scented bean and purple lupin blossom. No river shows such varying moods as the Nile, despite his smoothness; nor is there any sunset that can be compared to the brief Nile sunset, when the colour which was lost in the quivering white heat of noon returns to clothe the land with hues of unspeakable beauty, and the evening breeze begins to rustle in the palms, 'whose long, thin shadows now steal towards the stream; and a deep violet haze begins to creep along the clefts and hollows of the rose-red range of the Libyan hills,' and the whole sky flushes with the tender tints of the after-glow, till the twilight deepens under the palm-groves," and the sacred river glides silently by under the solemn stars.

Nature has given her own unspeakable loveliness to the scene; and art and history have added their own inspiring associations. There is something touching in the lonely Convent of the Virgin on the Bird-Mountain (Gebel et-Teyr), where the monk who swings himself down the steep rock which overhangs the river, belongs to that sleepy old Coptic Church, which has remained crusted in its primitive simplicity for fifteen hundred years, ever since the Council of Chalcedon. But a little further on, the cave-tombs of Beni-Hasan tell an older story still; for their walls are books, and from these elaborate picture-writings we learn the daily life, the religion and superstitions, of the men who were buried underneath more than four thousand years ago. We cannot pause long to see the tombs where the mummied "serpent of the old Nile" was reverently laid to rest by the crocodile worshippers; nor linger overmuch at Asyut, the capital of Upper Egypt, nestled in the glowing Libyan hills, and surrounded by a rich plain of unsurpassable verdure, through which the river wanders in delicious curves; for we are bound for the great temples of Egypt, and cannot tarry till we have seen them. And first comes beautiful Abydos—embraced by hills, veiled in palm groves, surrounded by waving fields of corn—with its noble ruins carved all over with delicate reliefs, wherein King Seti stands forth, making offering to Osiris—a model of supreme sculpture; and where the Table of the Kings of Egypt, with all their names, is set forth to the delight of scholars. Abydos is the centre of the beautiful Osiris saga, the type of the conflict between good and evil, life and death, resurrection and immortality, to every pious Egyptian of old. Dendara, a comparatively modern temple of the first century of our era, excuses its lateness in the perfection of its preservation, the grandeur of its great hall of columns and the splendid vista of portals and colonnades which it displays. Here, too, are contemporary portraits—for the sake of history, not faithful, we hope—of Cleopatra. Dendara shows us the complete architecture of an Egyptian temple. The temple age began about 1700 B.C., when kings thought more of the worship of the gods than the magnificence of their own tombs,

though there was generally a connection between the two. The Egyptian temple was a place for priestly processions; aisles and portals are the chief essentials; avenues of sphinxes, lions with human or rams' heads, lead to great towered gateways, often guarded by a pair of obelisks or colossal statues; within is a great open court, surrounded by colonnades of massive papyrus-headed columns, whence another portal admits one to the Hall of Assembly, a forest of huge pillars, and finally to the sanctuary, where the emblem of the god was preserved in mysterious obscurity. Such is the general arrangement. Every part of the walls, columns, and roofs, is covered with painted sculptures and inscriptions in honour of the king who built the temple, recording his great deeds and his piety towards the gods.



In the Music Room, S.S. "Himalaya."

Thebes was the capital of the warrior kings of the eighteenth and following dynasties of Manetho's list, and at Thebes are many of their temples.

Where is that city "of a hundred gates" of which Homer sang; that Thebes that once furnished twenty thousand armed chariots; that "No-Amon enthroned among the streams"? It is swallowed up in the sand. The ancient Egyptians built their houses for this life of perishable brick: they made their houses for the Life Beyond of imperishable stone. The monuments that survive were built for Eternity. Climb the Libyan heights—which here trend away and leave a beautiful amphitheatre, girdled with peaked ramparts of yellow cliff, and smiling with

scented bean fields in the face of the burning sun—and the greatness of Thebes stands revealed. There below us, on the mountain's side, is the terraced temple of Deyr-el-Bahri, which Hashop, first of the great Queens of history, built as the vestibule of her tomb; lower down, on the sandy border of the level plain, is the grand colonnade which tells us what a structure the Rameseum, or "Tomb of Ozymandias," must have been; and beside it are the shattered blocks of what was once the most gigantic figure ever carved out of a single granite rock, the statue of Rameses the Great:

Half sunk, a shattered visage lies, whose frown
And wrinkled lip, and sneer of cold command,
Tell that its sculptor well those passions read
Which yet survive, stamped on these lifeless things,
The hand that mocked them, and the heart that fed:
And on the pedestal these words appear
"My name is Ozymandias, king of kings,
Look on my works, ye mighty, and despair!"

Other temples raise their proud gates on either side; and among the bean fields, near the river in lonely majesty, and turning their solemn gaze to the east, sit side by side those twin colossi, of whom the northern by a strange confusion with the son of Tithonus and Eòs, the valiant ally of the Trojans, has become famous for ever as the "Vocal Memnon." For, as the rays of the rising sun smote upon the stone, a sweet sound as of a human voice came forth, and pilgrims flocked to Egypt to hear Memnon softly chant his orison to his Mother, the rosy-fingered Morn,

. . . . beneath the Libyan hills,
Where spreading Nile parts hundred-gated Thebes,

and the whole statue is covered with the names of the pilgrims, from Sabina, the consort of the Emperor Hadrian, to one Gemellos, "who came here with his well-beloved wife Rufilla and his children."

These are but some of the monuments of the Libyan suburb of Thebes, where, too, in the steep hollows of the hills are those marvellous "Tombs of the Kings" which Belzoni discovered. Here slept, surrounded by pictures of the judgment and life to come, the kings who built the great memorial temples down below in the plain. They now sleep—if sleep be possible after such profanation—in the glass cases of the Bulak Museum, where you may almost lay your hand upon the body of the mighty Rameses himself.

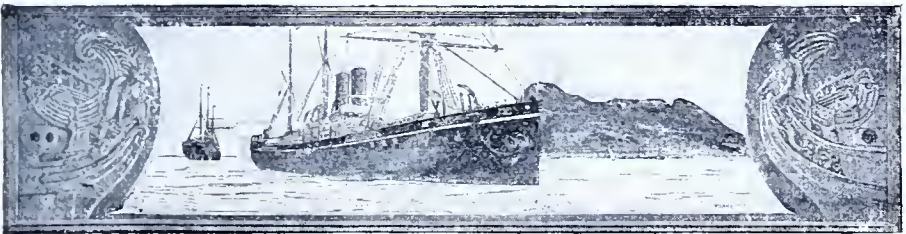
Away yonder, across the Nile, we see the great colonnade of Luxor, while Queen Hashop's tall obelisk guides us to her father's temple of Karnak—a wilderness of ruins, broken walls and obelisks, fallen columns, mutilated avenues of sphinxes, with here and there a noble propylon, a stately column, or a wonderful wall-painting, which tells, like the sculptured epic of Pentaour the poet, how the king smote his enemies and drove them before his chariot. If the architecture of Karnak is ruined, its walls are a priceless library. Yet, shattered as are its eleven temples, one has but to stand amid its storied columns under the brilliant Egyptian moon to realize something of the ancient majesty of the house of Amen-Ra.

We shall not again see such a wealth of monuments as are heaped together at Thebes and at Memphis; yet at Edfu is the most perfect single temple in all Egypt, looking as though its priests still offered sacrifice to Horus, as they did in Ptolemy Philopater's days: the splendid building seems intact, perfect, complete, as when its architects left it. Except the cornice, the immense pylon is entire, and its position, with a space cleared in front and at the sides, gives it a commanding aspect that no other gateway in Egypt possesses. Two hundred and forty steps of a square staircase lead up to the summit of each of its twin towers, whence spreads a magnificent prospect. The walls of the temple are covered, not with epics of battle, as at Karnak, but with the rites of religion, geographical lists, astronomical tables, inventories of temples and their lands, their priests and priestesses, their precentors and vergers, like an ecclesiastical Domesday book. The walls of Edfu are an Egyptian encyclopædia.

Splendid as is this imposing monument, the Nile valley has something more exquisite still to delight the traveller's eyes withal.

We must press on to Aswan, the frontier town of Egypt proper, where exiled Juvenal avenged himself in remorseless satire ; and leaving behind us its groves and bazar, its ostrich feathers and other produce of the caravan trade with the Soudan regions—now, thanks to the Mahdi, in abeyance—and skirting the innocent rapid called the First Cataract, we must ride past old Kufic tombstones and ruined mosques, over miles of yellow desert, covered with huge blocks of granite and syenite—the storehouse whence came the material of all the statues, obelisks, shrines, and facings of temples, tombs, and pyramids at Thebes, and Memphis, and Heliopolis—till we suddenly meet the river again, but now *above* the cataract, and see before us—Philæ. On either hand great bare, shining rocks, black and grey, tower against the sky, while between them through an opening, appears the little island, with palms in the foreground, and the pylon of the Temple of Isis rising out of the green. There is nothing in Philæ so beautiful as the view from the summit of the pylon. The girdling hills that bound the prospect on all sides, the sweep of placid water running under the palms, the savage rocks beyond—all lend an enchantment to the scene which the memories of the island's history serve to enhance. For this is the Holy Island, whither devout pilgrimages were made to pay homage to “Him who sleeps in Philæ”; and even in the year of our Lord 453, long after their religion had been abolished by law, good Egyptians (as we may read upon these walls) came to worship their beloved Osiris in his beautiful far-away island.

Presently the Temple of Isis became the church of S. Stephen, and Abbot Theodore's monks sat in the cells of the Osirid priests. And now the Muslim begs alms and the tourist eats his luncheon within walls that once echoed to the most solemn mysteries of the Egyptian and Christian faiths, the rites of Osiris and the celebration of the Mass. Such strange revolutions does the history of Egypt show us in her monuments along the great river's banks. Fifty centuries strew their records at our feet, and it will be our own fault if we do not carry away some worthy impression of the most ancient and wonderful civilisation in the world.



P. & O. Steamer off Gibraltar.



Tenth Century Viking Ships.

NOTES FOR A TOUR THROUGH INDIA.

BY SIR EDWIN ARNOLD

TO visit India has now become part—an almost necessary part—of a liberal education. The voyage to the Oriental Empire of Her Majesty, and a run through its most accessible and interesting districts, take, to-day, the place of that “grand tour” which contented our forefathers, but is, at present, merely an affair for an Easter holiday or a summer month’s vacation. No doubt every link in the great chain of colonies and dependencies belonging to the British Crown has its own interest; and the Briton may proudly journey from one to the other, hearing “the Queen’s morning drum beat round the world.” But India possesses, among them all, entirely special attractions, since, whatever may be the ruling passion of the tourist, he will find it gratified there. If the extent and splendour of the Queen’s dominions stir his imagination or kindle his patriotism, India, of all lands, testifies most plainly to the Imperial attributes of England; is richest in heroic stories of English courage and resource; has contributed the most romantic chapters of enterprise to English history, and gives to Great Britain in the minds of foreigners her chief International estimation. If he seeks variety and picturesqueness, there is no region in all the world so full of vivid colour, of populous cities, of stately or curious edifices, of diverse races, and of absorbing objects for study and observation in regard to manners, customs, religions, philosophy and art. If he be a lover of Nature, India can offer every charm of sea-coast, mountain, forest, valley, cultivated plain, and wild waste. To the sportsman she can still furnish the best shooting grounds on earth, Africa, perhaps, excepted; while for the naturalist and botanist, her jungles and maidans, her nullahs and tanks—even the gardens round every bungalow provide a scientific paradise. To the statesman or politician, who seeks rest and change without idleness, India presents a spectacle of busy administration, unequalled in the annals of mankind for vastness of area, variety of scope, and high degree of efficiency; an administration, of which the most superficial observer must perceive, though he cannot thoroughly

understand, the conscientiousness, the equity, and the beneficence. Finally, for mere holiday-makers of both sexes, the "cold weather season" of India, with the pleasant sea trips going and returning on board the magnificent steamers of the P. & O. Company, provides an expedition of four or five months, as healthful as it is delightful; since with reasonable precautions, and for persons enjoying ordinary physical health and well-being, there is absolutely nothing at that time to fear from the climate of the peninsula, at any rate for adults and people of temperate habits.

The best time of the year for a brief visit to India is from the closing days of our autumn to the beginning of the English Spring. November, December, January and February are all agreeable and salubrious months in almost every part, but the Indian December and January may be called perfect. India, speaking broadly, has no winter. There is not any period when her fields are quite without crops, or her hills and forests devoid of rich foliage; but there is nothing in the way of intolerable heat to be encountered during the time mentioned, although the days will be steadily and splendidly bright, and the nights deliciously tepid. In the first dawns of the two mid-winter months, before the sun is up, the early riser will find his teeth chattering with the unexpected but healthy chill of the *Dam-i-Subh*, the "Breath of Dawn." He may even see hoar-frost on the ground at Delhi, and to the northward. In Calcutta, the December days are throughout exquisite. But the traveller arriving there, or in Bombay before the middle of November, or staying in the country beyond the first fortnight of March must expect to have the tropical sun asserting his sway. Moreover in Hindostan, which is really a continent extending over 28 degrees of latitude, and containing more than 250 millions of inhabitants,—all kinds of climates as well as of races and languages are naturally to be looked for. In the middle of the day the sun in India should always and everywhere be respected; nor must the allurements of "tiffin" be too rashly yielded to. Old Indians talk more of "tiffin" than they take. The judicious tourist in India will go to bed betimes that he may rise before daylight to enjoy the supreme freshness and beauty of the Indian morning, starting after his "*chota-hazri*" for a ride or walk while the stars are not yet faded, and returning to a bath at 9 a.m., and a well-earned breakfast. Fashion has dictated the burning midday as the time for calling in India, but in a carriage or palanquin—the head guarded by a *solah topee*, or a wide-awake well wreathed with light muslin, the imperious goddess may be safely obeyed. About 5 p.m. the Indian stations all take their regular carriage drives and *promenades à cheval*, gathering round the bandstand or by the sea-shore or river-side. At half-past six the brief twilight begins,

And all the Indian sky turns purple peace.

The hour is then arrived for dinner, which one need not fear to enjoy, if appetite bids. There is much necessity to be temperate, but none to be ascetic in India. Unboiled water should be avoided, except in the healthy and universal form of the morning tub, which, with a

dash of "gharrum-pâni," is a *sine qua non* of daily existence. Beer, once the omni-present beverage of Anglo-Indians, has happily gone out of vogue, in favour of light wines and aerated drinks. Over-ripe fruits, unboiled milk, and the land wind at night, as well as all worry and loss of temper, are things to be avoided. Ardent spirits should be taken in India with great moderation, and are indeed better left quite alone. Thin flannel, light gauze or silk next the skin, with an abdominal belt, tend to prevent the chills and suppressed perspiration, which chiefly produce fever. For clothing, tweed is the best for day-time wear, but Indian etiquette, without regard to the thermometer, sternly insists upon the sombre garments of social propriety for the evening. And ladies must take plenty of gloves and shoes.



P. & O. Offices in Bombay.

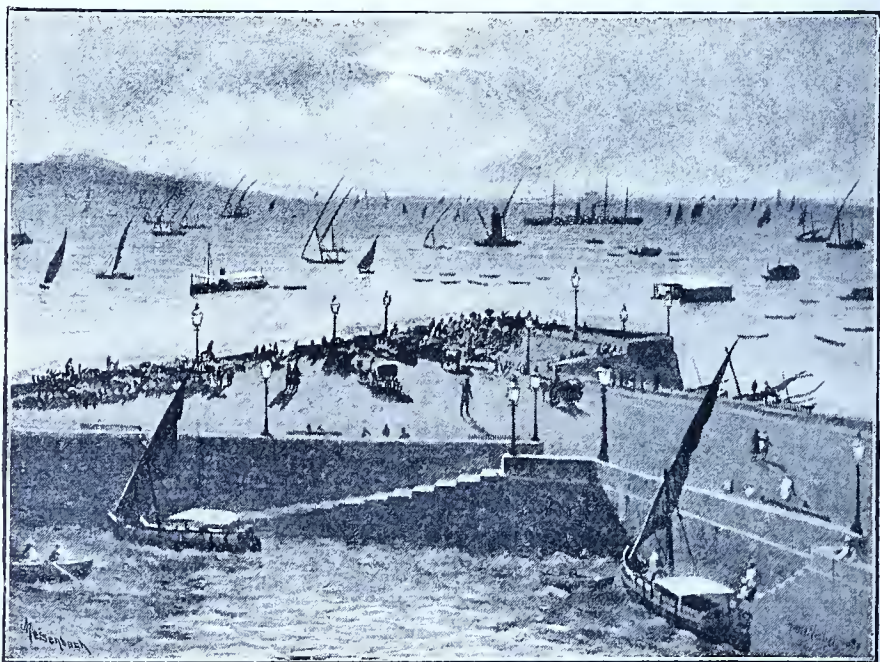
The safe and commodious steamships of the Peninsular and Oriental Company carry the Eastern traveller to the three chief gates of India—Bombay, Madras, and Calcutta. If free to choose, he would do well to make Bombay his point of departure. Here he at once sets foot in a capital thoroughly typical of India; splendid and imposing architecturally; situated amid the finest scenery of land and sea; full of various types of Oriental life and character; alive with the affairs of Government, Commerce, Pleasure and Religion; and ranking only second to London in regard to population and area among the cities of the Empire. All this wealth and greatness is the growth of not more than two centuries. In 1664 Charles II. ceded the island to the East India Company "on payment of the annual

rent of ten pounds in gold," at which date there were only 10,000 souls in the place. The last census gave nearly 800,000 inhabitants, showing an increase of 120,000 in the preceding decade, though the population of Calcutta had remained stationary during the same period, and that of Madras had diminished. Three-fifths of the people are Hindoos, mainly divided into Shivaites, with horizontal marks on the forehead, and Vishnavites, who make the Tilak vertically. There are nearly 200,000 Mohammedans and 50,000 Parsees, with an European element approaching 12,000 in number ; but all sorts of races mingle in the bright and animated streets. The subjoined is borrowed from "India Revisited": "A tide of seething Asiatic humanity ebbs and flows in the Bhendi Bazaar and through the chief mercantile thoroughfares. Nowhere could be seen a livelier play of hues, a gayer and busier city life. Besides the endless crowds of indigenous Hindoo, Guzerati and Mahratta people—coming and going, some in bright dresses, but mostly next to none at all, between the rows of grotesquely-painted houses and temples—there are to be studied here specimens of every nation of the East. Arabs from Muscat, Persians from the Gulf, Afghans from the northern frontier, shaggy black Bilooches, negroes of Zanzibar, islanders from the Maldives and Laccadives, Malagashes, Malays and Chinese, throng and jostle with Parsees, in their sloping hats, with Jews, Rajputs, Fakirs, Portuguese, Sepoys and Sahebs." The trade which keeps in motion this vast concourse has developed from a dribble of retail business in the old times to an annual total of 160,000,000 sterling, three-fifths of which goes and comes through the Suez Canal !

Our traveller need not think he is wasting time however long he tarries in Bombay. It is one of the most remarkable cities on the earth, as well as one of the largest and liveliest. Its "native town" is in some respects the most characteristic to be seen in India, not forgetting those of Jeypore, Delhi, Benares, Lahore, Calcutta and Madras. The new public buildings are magnificent, nature everywhere enhancing their architectural beauty. The view from Malabar Hill, covered now with commodious bungalows and rich gardens—the dark Syadri Hills making a background to the sparkling blue of the Indian Ocean, and to the shipping beyond Colaba,—extends over as fair a prospect as Asia can furnish. Its spacious markets are cleaner and better arranged than any others in the British Empire ; its chief railway station is a sumptuous Palace or Travel, and, whatever faults may be found with the various styles adopted by official designers, the general effect of the groups of buildings between the Fort and Malabar Hill is certainly superb. These labours, which have transformed Bombay from a fishing village to the virtual Metropolis of India, can only be judged by those who remember the place in the days of the great Mutiny. Thirty years ago an unsavoury foreshore extended from Sewree to Colaba, where are now seen clean and broad roads, green maidans, stately groves of trees, spires, towers, and imposing façades. The first comers to Bombay were struck, as all must be, by its natural beauty. The Portuguese soldiers of Heitor de Silveira gave it the name of *A ilha da boa vida* ("The Isle of happy life"), but they

died off like flies, and there was, indeed, once no spot more fatal to European existence than this now fair and healthy city. Even down to 1857 old stagers were accustomed to call the camping ground on the Esplanade, "Aceldama, a place to bury strangers in."

Once landed from the harbour, studded with islands ; and settled at the hotel or in the house of some friend, the tourist will doubtless visit the pretty Yacht Club, from the cool verandah of which opens one of the finest sea-pictures in the world. He will become familiar with the handsome pile of the Sailors' Home ; with the new Secretariate, in Venetian-Gothic ; the University Senate Hall and Raja-bai Clock Tower ; the stately High Court, the Public Works Offices, the Post and Telegraph Offices, the pleasing statue of the Queen-Empress, and the grand new terminus of the G. I. P. Railway



English Mail off Apollo Bunder, Bombay.

in the Italian-Gothic manner, erected at a cost of 27 lakhs. Many another building deserves mention, but this is not a guide book, and it is enough to say that at a cost of about £7,000,000 sterling, much of it contributed by native munificence, the little sea-port of Mombadevi, rented to Biego in 1548 by the King of Portugal for a handful of silver coins, has been created, as its natural advantages well deserved, Queen of the Indian sea, and the true Capital of India.

The native city and its population are really, however, the most interesting features of Bombay. There can be no better preface to the illustrated volume or series of volumes which India offers than an early morning stroll in the Arthur Crawford Market, or a drive at evening between the Elphinstone estate and Sheikh Abdul Rahman

Street. The triangle between the Esplanade Cross Road, Kalbadevi Road, and Sheikh Memon Street, contains an epitome of the whole peninsula, and a good portion of its wealth. The Mohammedans live chiefly along the Parel Road, and the Parsees in the Dhobee Talao. Endless are the mosques, temples, shrines, and fire-houses, and ceaseless the flood of varied Asiatic life hereabouts, not sombre in colour like a European crowd, but gay as a moving bed of tulips. And when the visitor passes along Kennedy Sea face he will find on Malabar Hill a European suburb, once a wild rocky jungle of scrub and snake dens, but to-day a cultured paradise of verdure and luxurious living. From the Ridge, or the Ladies Gymkana hereabouts, the *ensemble* of the splendid city, with its harbour and its hills, can be well contemplated.

Yet, with all India before him, the tourist must not linger too long, of course, even in Bombay. When he has seen the sights mentioned, and Elephanta, he will provide himself with a servant or servants, and start for the interior. Having three or four months at disposal, and the network of railway which has been created during the last twenty-five years, his choice of routes may be wide, although, perhaps, that which was followed by the author of "India Revisited" has much to recommend it. Railway travelling in India is comfortable and well conducted; the carriages are built with special conveniences for long journeys, having double roofs against the heat; with windows of softly-tinted violet glass—those, at least, of the first-class, in which English travellers will perform their steam-marches. If a lady or ladies be of the party, it will almost always be feasible to obtain from the station-master a private compartment, as the first-class traffic is not great; but no right-minded person will press this privilege to the inconvenience of other passengers, European or native. A well-fitted lunch basket is an indispensable item of the travelling kit, and should be furnished with cold viands, claret, soda water, &c., before starting; since, although meals can be obtained at certain stations, the buffet of Western lines is not an institution in India. Night journeys may be agreeably undertaken, as the carriages are fitted with fairly comfortable beds, which the servant will arrange; and this suggests the remark that much of the pleasure of an Indian trip must depend upon the capacity and experience of the attendants engaged. Excellent men may be hired from twenty rupees a month upward, but a really good servant is worth liberal treatment. Hotels in India are seldom of the best, and the accommodation at "travellers' bungalows" is of a strictly simple kind. But the traveller who brings proper introductions, or has official friends, will not have to lament that the ancient hospitality of Anglo-Indians, or of native magnates, has departed at the chief stations or in the numerous independent states.

A glance at the map of India will show that railways now traverse almost all its regions, except those lying inland of the Orissa coast, between Calcutta and Masulipatam. The course followed by the tourist will naturally depend upon the friends to be visited, the engagements already made, or his own particular predilection as regards localities, studies, sports, or other objects. Roughly speak-

ing, the chief centres of attraction may be defined as the three capital cities, the states of Guzerat, Rajpootana, and Kattiawar, the Mahratta Principalities, the great North-West—embracing Delhi, Agra, Benares, Allahabad and Lucknow—the Valley of the Ganges, the Nizam's Hyderabad and the Hill Stations. For these last, however, the cold season is not a good time, as nobody is then on the hills. But the Nilgherries ought certainly to be visited, and if possible Ceylon. Nobody ever saw more of India in a short time than the Prince of Wales, whose track may be studied as quite a triumphant example of comprehensive touring. The advantage of that followed in the volume already alluded to, "India Re-visited," is because the easily accessible spots are almost all included in it. Thus the traveller would do well first to run up from Bombay to Poona by the picturesque line which ascends the Ghâts ; and having seen something of the Deccan, and of the capital of the Peishwas, then to return to Bombay, in order to start northward on the line to Baroda and Ahmedabad—both most interesting places. At the latter he will find good accommodation in the station itself, while the city mosques, with their Jâli-work of pierced marble, are among the most beautiful of their kind. From Ahmedabad it is easy and agreeable to diverge into the Peninsula of Kattiawar, visiting Bhow-nugger, a model native state, and viewing, if possible, the wonderful temples near Junaghar. Returning to the main line, he may pass on to Mount Aboo, staying there, if able, to see the elaborate Jain shrines ; thence to Ajmeer and the cities of Rajpootana, especially Jeypore—perhaps, on the whole, the most beautiful, and by its historic dynasty, one of the most ancient capitals of the Peninsula :

A rose-red city, half as old as Time.

The great main street here, with its fairy-like towering palaces, the lovely gardens, the picturesque population, the ruined city and Imperial House of Amber, and the Glen of the Kings' Tombs, are sights which should not be lost. Oodeypore, also, is a most interesting town, possessing scenery in its vicinity which rivals that of Kashmir. And indeed, all Rajpootana is a country pleasant to traverse for its brightly coloured hills, its fields full of peacocks and cranes, and its dark, tiger-haunted jungles. The tourist should also stop, if feasible, at Ulwar, another Rajpoot city replete with interest, where the princely and accomplished Maharajah has two or three superb palaces and a splendid stable of horses.

From Jeypore it is a quick run to Delhi, a centre, needless to say, replete with buildings and objects of the most absorbing attractiveness. The comparatively modern city, built by Shah Jahan at the date of our Queen Elizabeth, stands amid a far-stretching wilderness of imposing ruins, and many days may be delightfully passed in viewing the Chandni-Chowk, the Jumna Musjid (the largest and perhaps finest mosque of Islam) ; the splendid buildings within the fort ; the tombs of Humayan and of Khosro the Poet ; the memorials of the Great Mutiny of 1857, and the group of celebrated objects around the Kutab-Minar, eleven miles distant from the gates. From Delhi, if there be time, the tourist will find

no difficulty in passing up to the Punjab and Lahore, or to the frontier itself, either at Mooltah or Attock. But more probably he will here turn his face southwards towards the famous cities of the North-West—Agra, Lucknow, Allahabad and Benares. In these four centres of historic and local interest he can hardly spend too much of his allowance of leisure. Whatever else he may see in India will not exceed the varied charm, nor survive the abiding memories, of the sights furnished in Akbar's "City of God," upon the confluence of the Ganges and Jumna—all sangamas, or meetings of rivers, are sacred for India—in Lucknow, consecrated by the gallant memories of Havelock and Henry Lawrence; but, above all, in Benares and Agra. The former has been fitly termed, the "Oxford and the Canterbury of England in one," and contains more than 5,000 shrines and temples, some of them immeasurably sacred and famous; while the daily throng of worshippers upon the bank of the holy river, which here laves the foot of a long cliff of sacred buildings, is one never to be forgotten, illustrating, as it does, the deep religious sentiments of the Hindoo people. But it is at Agra, perhaps, that the interest of this rich district culminates. That city is a positive treasure-house of the glories of the Mogul period. Its very railway station, situated between the Princess Jahanara's Mosque—with its dome of pink and white stone—and the red walls of Akbar's fortress, is a spot which once seen must dwell always in the mind. Outside the town are the stately tombs of Akbar, Itimad-ud-Dowlah, and other princes; and the fort itself is a casket of architectural riches, containing many of the most characteristic buildings in India, such as Akbar's Palace, with the *Shish Mahal*, or Hall of Glass, the *Kas Mahal*, and the exquisite, faultless, indescribable Moti Musjid, or Mosque of Pearl,

. . . As white and quiet as a nun,
Breathless with adoration . . .

"It is in truth," says Mr. Bayard Taylor, "the pearl of all mosques of small dimension, absolutely perfect in style and proportion. Lifted on a lofty sandstone platform, from without nothing can be observed but its three domes of white marble and gilded spires. In all distant views of the fort these domes are seen like silvery bubbles which have rested a moment on its walls, and which the next breeze will sweep away. Ascending a long flight of steps, a heavy door is opened, and I stood in the court-yard of the mosque on its eastern side, the pure blue of the sky overhead. The three domes crown a corridor open towards the court, and divided into three aisles by a triple row of the most exquisitely-proportioned Saracenic arches. The Moti Musjid can be compared to no other edifice. To my eye it is absolutely perfect." But chief among the glories and splendours of Agra is the famous Taj, the crown of all the triumphs of Mogul art; the lovely, spotless tomb of Mumtaz-i-Mahal, Empress of Shah Jahan, constructed of milky marble, and planted amid a rich and verdant garden, at a cost of three millions sterling, and by the labour of 20,000 workmen during seventeen years. This is a building which has no rival in the world for grace, fascination and pathetic impressiveness. The

majestic gateway of the garden reveals a scene which nothing can anywhere surpass in its enduring effect upon the cultivated imagination. "Passing," writes a traveller, "under the open demi-vault, whose arch hangs high above you, an avenue of dark Italian cypress appears before you. Down its centre sparkles a long row of fountains, each casting up a single slender jet. On both sides, the palm, the banyan, and the feathery bamboo mingle their foliage ; the song of birds meets your ears, and the odour of roses and lemon-flowers sweetens the air. Down such a vista and over such a foreground rises the Taj." It is, in truth, a white and green paradise of Love and Sorrow ; a spot where Nature with sombre but beautiful foliage, and Art with the stateliest and purest of tenderly-embellished monuments, seem to mourn together for departed Beauty and vanished Greatness.

From Allahabad, one may turn aside to Central India and Indore, by Jubbulpore ; or may visit from Benares, the birth-country of Buddhism, about Fyzabad, under the foot-hills of Himalaya ; but the tourist whose time is limited will be more likely to travel south-eastwards, traversing the vast valley of the Ganges. He should stop on the long road at Patna, not merely to see a very large and interesting city of Bengal, but with the object of diverging to Gya, in order to make a brief pilgrimage to the famous temple of Buddha, in its vicinity, renowned through all the Oriental world. Here is still shown the unfading Bodhi-tree, under which enlightenment came to Sakya-Muni :

The Bodhi-tree, thenceforward in all years,
Never to fade and ever to be kept
In homage of the world, beneath whose leaves
It was ordained that Truth should come to Buddh,
Which now the Master knew, wherefore he went
With measured pace, steadfast, majestic,
Unto the Tree of Wisdom. O ye worlds
Rejoice ! Our Lord wended unto the Tree.

It is here, indeed, that the tourist, if so minded, should read his "Light of Asia," since here is certainly the holiest spot in the world to some 400,000,000 of its inhabitants, and of unspeakable general interest archæologically and historically. Returning to Patna the train will take the passenger an eighteen-hour journey through the teeming alluvial valley of the Ganges. This is a land where scarcely a hillock will be seen larger than those of the white ant, and where the dusky population swarms as though it were one continuous ant-hill. A land of fat and prodigiously fertile loam, washed down by the beneficent river. And so, amid endless groves, villages, and fields of rice, indigo, poppy, jute, and tobacco, by forests of palms, wildernesses of bamboo, we come to Calcutta.

"The City of Palaces" is gay and pleasant enough in the cold season, though there is not much to see in the native quarters. But the tourist, after the usual visits, and drives upon the Maidan, should certainly go up the river to Barrackpore, inspect the beautiful and curious Botanic Gardens, walk in the Zoological and Eden Gardens, and make some excursions into the densely-wooded environs, where Bengali village-life may be well studied. If he has



Native Boats off Bombay.

had no leisure or opportunity to pass from Delhi to Simla, or from Bareilly to Nynee-Tal, he should not miss the chance of running up from Calcutta to Darjeeling in order to behold something at least of the glories of Himāla. Although the great peaks of Kanchanjanga and Chumlahari are many long leagues distant from the station, the neighbouring scenery is indescribably magnificent, the eye being dazzled by the white Sierra of snow (five miles in altitude) connecting those two mountain monarchs. Sir William Hunter writes of the lower ranges "here the rhododendron grows to a forest tree, the deodar rises in stately masses, and thickets of bamboo, with their graceful light green foliage, beautify the lower valleys. Higher up, the glistening grey ilex, the mountain oaks with their brown leaves, the Himalayan cedar, drooping silver firs, spruces, pines and the varied foliage of the chestnut, walnut and maple blend together ; not to mention a hundred trees of lower growth, hung with bridal veils of clematis in spring and festooned with red and yellow creepers in autumn. All these form, together with patches of white medlar blossom, a brilliant contrast to the stretches of scarlet and pink rhododendrons. At harvest-time crops of millet run in red ribbons down the hill sides. The branches of the trees are themselves clothed, in the damper regions, with a luxuriant covering of mosses, ferns, lovely orchids, and flowering climbers."

If our traveller has arrived in Calcutta about the middle of January, he will now have plenty of time to take the steamer for Madras and Ceylon, returning to the mainland at Tuticorin from Colombo. In the month of February the Bay of Bengal was never known to be visited by a cyclone, and almost always lies placid as a mill-pond, so that the floating turtles and flying fish alone break its

vast tranquillity. The trip down the Hooghly, past the perils of the "James and Mary," and Diamond Harbour, is interesting, nor will landing be difficult in this season at Madras, a bright and pleasant Presidency Capital, with a large and lively population. The passenger will here have time to visit the beautiful green suburbs, to walk on the Marina and inspect the Arsenal, the Black town, and Government House Gardens. The Madras snake-charmers and jugglers are perhaps the most famous in India, and he should try to see their singular egg trick. From Madras a short voyage wafts him round the east coast of Ceylon to Colombo, whence he can run up, through the most bewitching scenery, to Kandy, the Capital of the lovely Island, a town well worthy of a visit, if it were only for the renowned Temple of the Tooth, where a Buddhist service should be attended, and for the wonderful Botanical Gardens at Paradenia, richest, perhaps, in all the world for floral splendour and vegetable variety. But, indeed, Colómbó itself and the whole island is one great garden of lavish and irrepressible greenery.

Returning to Colombo, a trajet of eighteen hours across Palk's Straits will land the tourist at Tuticorin, not a very charming place, but the terminus of a line which will take him back, if he pleases, all the way to Peshawur itself. Yet if our tourist contents himself with journeying towards Bombay for the home voyage, he will now aim for the beautiful Nilgherrie Hills, touching on his way at Madura and Trichinopoly. The former town contains some of the most striking religious buildings of Southern India, especially the Choultry of Trimul Nayak and the great temple of Minakshi, or the Fish-eyed Parvati. Hereabouts are to be encountered those exquisite little Guini bullocks—milk-white and perfectly proportioned, but not bigger than a mastiff. At Erode Junction our tourist will diverge to Metapolliam, to make the ascent to the Blue Mountains and to visit Ootacamund, that "island of health lifted 8,000 feet into the upper air of India." This is a sort of Indian Switzerland, a temperate table-land from which you look down upon peaks, surrounded by a sea of clouds and a wilderness of glowing tropical vegetation. Here, too, may be studied the Todas specimens of the aboriginal people of India, and good shooting may be enjoyed with a little trouble.

From the picturesque and salubrious Blue Mountains many travellers may wish to pass by Mysore, and the charming station of Bangalore, to Dharwar, and Goa, whence a pattimar will take one by water to Bombay, or the Belgaum road and railway will conduct one by land. Tourists should certainly visit the Nizam's capital of Hyderabad, one of the most characteristic cities in India, and situated near the strong British station of Secunderabad. Hyderabad is the most martial looking place in India. "It is hardly less the fashion," remarks the volume already quoted, "to wear pistols, sabres, daggers, guns and spears in the Char-Minar than to carry umbrellas in Piccadilly . . . The Muslim 'Masher,' as he caracoles down the bazaar, strokes his moustache with the blade of his sword. The noble on his elephant lays a crooked talwar across his knees; the messenger goes down the street with the letter which he is

to deliver stuck into the sheath of his silver-hilted knife. The dealer squats with a lapful of daggers rattling against his rupees, and every fifth or sixth shop sells deadly weapons. . . . The armourers will show you *phurdars*, or watered blades, worth 5,000 rupees; *serohis*, with edges viciously curved; *abbassis*, a sort of Persian rapier; *asils*, *nimchas*, *tezahs*, *kirichis*, *dhopes*, and *nawaz khanis*, these last being murderous-looking scimitars, which have the outer edge of the lunette sharpened. Their blunderbusses bear fancy names also, such as *sher butcha*—‘tiger’s child,’—and *saf shikan*—‘line sweeper’; and then there are *jambias*, with handles made of the camels’ sinews; *sikkins*, carried by Arabs; *Katars*, affected by Pathans; the *pesk khats*, worn by Rohillas, together with little villainous knives named *bichwas*, or ‘scorpions,’ and *karolis*, tiny implements of anger and hatred, which you can hide in the palm of the hand; *marus*, wrought of black buck’s horn; and the savage-pointed *chura* and crooked *safdara*.” Thirty hours’ railway journey from the Nizam’s capital, through Sholapore and Poona, lands us in Bombay again, after a round—if the track here indicated has been followed—of some 6,000 miles.

Of course there are many most interesting places and sights which cannot be so much as mentioned in this brief sketch of the attractions presented by India to the tourist. By taking the homeward-bound steamer at Calcutta, and foregoing the voyage to Ceylon and the run through Southern India, a much longer time might be devoted to the North-West, to Central India, to the Himalayas, and to such sport as the cold weather offers. The traveller might then get a taste of district-travelling with tents, which has been brought to the perfection of a fine art by Anglo-Indians. If time and programme only permitted Goa ought to be seen, the Malabar Coast, the Mahratta Kingdoms, the Bikanir Desert, the Indus, with Kashmir, the Punjab cities and rivers, Orissa and the Kuttack Coast, Assam and Burmah. Most of our readers, however, will be limited for time to the boundaries of the cold season, and will wish to return before the great heats set in upon the coasts and the Red Sea. They must be contented, therefore, with believing that nobody can know or see, except in the space of many years, all that India has to furnish of famous, curious, beautiful and interesting scenes and localities.

It will be plain but sound counsel to mention, in conclusion, that temperance, exercise, a mind well occupied, and a temper always serene, are the best medicines to employ in Indian travel. India is a land of exquisite breeding and ancient dignity, and the Hindoo people at large are probably the best conducted in the world. Their patience, their simplicity, their gentle bearing, and sustained gravity will strike every intelligent mind, and should induce the desire to impart everywhere a good impression of the “Saheb-lök.” Not more faultless, of course, nor virtuous than the rest of human kind, they have, nevertheless, inherited an antique civilization and an atmosphere of philosophic thought and habit, which render even the ignorant peasants respectable, and which is really far above the average of European mental temperament, if judged with adequate acquaintance, and apart from conventional notions and systems.

JAPAN.

By HENRY W. LUCY.



IF anyone has six months to spare, and wants to pass the time among scenes unaccustomed and interesting to the Western mind, it is not too late to try Japan. But the sooner the journey is undertaken the better. They do not do things by halves in Japan, and having made up their minds to remodel the ancient Empire upon European principles they are marching forward with amazing rapidity.

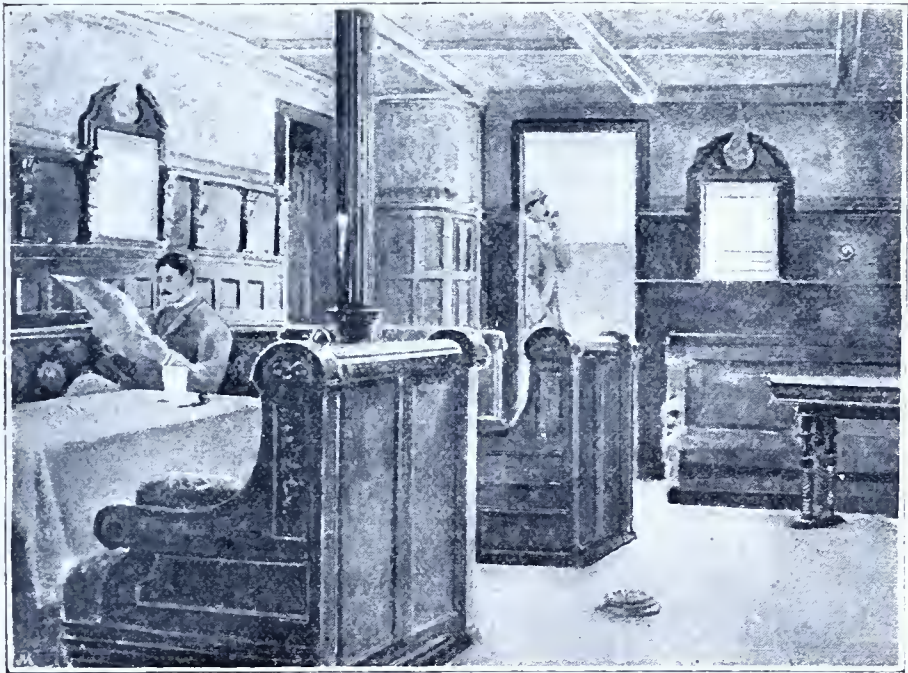
The history of Japan during the past twenty years has more resembled the transformation scene in a pantomime than the evolutions of an ancient people. The present Mikado is the one hundred and twenty-first Emperor of a family that runs back in unbroken line to Jimmu, a warrior king who reigned 660 years B.C. For 2,500 years Japan remained in a condition which, compared with the present state of things, may be described as one of profound sleep. Mikado to Mikado succeeded. Then arose the mighty Tycoons, who seized for themselves the oyster of Emperorship, handing the shells to the Mikado, poor shadow of a monarch kept in sacred confinement at Kioto. Under the Tycoons there came to perfection the feudal system with its princes, its chieftains, its two-sworded men, and, for the rest, a miserable people bound hand and foot, veriest slaves to the great man's body-servant.

This lasted up to a period not yet twenty years past. Then, suddenly, like the snow on the river, the power of the Tycoon melted, the Mikado was restored to actual authority, the feudal system in its turn as miraculously crumbled away, and after a *bouleversement*, the like of which has never before happened in the world's history, Japan found itself under something approaching to Constitutional Government. The foreigner, who under the old system of things had been grudgingly permitted to pitch his tent within certain strictly limited portions of the Empire was now officially welcomed. Railways began to spread over the land; the telegraph post was upreared; a system of national education, at least as liberal as that contemporaneously founded in England, was established; Parliamentary Institutions were projected, and presently Japan will have its House of Commons, its Speaker in the Chair, its Mace upon the table, and, doubtless, that last gift pressed upon a coy Legislature, the Closure.

In these marvellous circumstances old things are fast passing away and Western arts and habits are yearly gaining increased predominance. One of the latest and most lamentable evidences of this degeneracy is the edict issued in the Empress's name substituting Parisian fashions for the dainty native garment of the

women. For some years the dress of Western civilisation has been adopted in high places in Japan. The Mikado on State occasions wears a top hat, frock coat and trousers, an example scrupulously followed by the principal ministers and officials. Up to within the last two years the ladies wore the native dress, than which no prettier costume was ever designed for women. Now it is being set aside in favour of the Paris *modes*, and a garden party in the grounds of the Imperial Palace at Tokio is becoming a commonplace affair.

Still, the habits of two thousand years are not to be eradicated in twenty, and though in Yokohama, where the bulk of foreigners dwell, and in Tokio, where the Court is, European customs and



Corner of Smoking Room, S.S. "Himalaya."

costumes are gaining ground, there is still much to be seen in Japan that more than repays the journey. Yokohama, the usual port of arrival, is more English than any other locality, not excepting Kobe. Foreigners, among whom the English predominate, have built its principal streets, its hotels, its shops, its banks and its Club House. Walking along the Bund there is nothing except stray jinrickshaw men to contest the assumption that this is an English Colonial street. Main Street might well pass for a British thoroughfare. But cross the bridge, follow the street that skirts the canal, and you are in a new world. The street swarms with residents in a manner peculiar to Eastern life. In an European

thoroughfare there are on view the people who may chance to be passing, whilst glimpses are caught through windows of others in shops and houses. In Japan the people in the houses are as much on view as those actually in the street.

The first duty of a Japanese householder, or his deputy, on rising in the morning is to take down the front of his house. It is literally slid away, and the interior left in full view, with whatever domestic operations may be going forward at the moment or through the day. The houses are full of people, and yet the street is thronged, and gay with pictures. Here is a woman washing vegetables in water drawn from the street well. Next door is a cooper's shop with an attractive store of the buckets and dippers which abound in Japanese households. Further on is a man mending tins. On the opposite side of the road a woman spreads out rice to dry on mats. Her neighbour, equally industrious, carefully stretches on a board the blouse she has been washing for her husband. Here is a butcher's shop (a very recent institution in Japan) with chrysanthemums blooming among the shoulders of mutton and ribs of beef. The tailors in the shop next door have a familiar look as they sit cross-legged on the floor, busily stitching. The fruit shops, which open to the street as may be seen in many parts of London, have also a home look. But in the fruit shops as in all others the floor is raised only a few inches from the pavement, which conveys the general idea that the people are sitting in the street itself. Here is a grocer's shop, with father, mother and three children squatted round the hibaichi, each with a hand over the glowing charcoal, for though the sun is up the morning air is keen. The man pounding rice next door has no need of artificial means to keep him warm, nor has the man carrying water in two tubs slung on a bamboo pole and carried across his shoulder. All portable property is carried this way. There comes down the street what looks like a vast bed of chrysanthemums. But it is only a coolie carrying innumerable pots on two trays slung from his bamboo pole.

Through the bright and bustling scene the jinrickshaw men run to and fro, laughing and chattering as if it were rather fun than otherwise to be beasts of burden. The jinrickshaw and the jinrickshaw man do much to give life and colour to street life. The jinrickshaw is a kind of Brobdignagian perambulator, built upon two light wheels. There is a hood, movable at pleasure, with curtains of oil paper available in wet weather, enclosed within which the passenger sits dry and at ease. For steed there is a little Jap, all bone, muscle and good temper, who trots along at an average pace of six miles an hour and can do his forty or fifty miles in the day. Returning from Nikko, I covered one stage of 46 miles in a day, a spurt of 14 miles being done in an hour and three quarters. But that was with two coolies to each jinrickshaw, and our guide rather pooh-poohed the accomplishment. He had, he told us, done 55 miles in a day with a single man. Moreover, there are three men in Tokio, who can do seventy miles a day, and one, justly at the head of the profession, who does the distance

within twelve hours. The fare inside the bridge of Yokohama, practically the length and breadth of the city, is a trifle under 5*d.* A jinrickshaw may be hired by the hour for 7½*d.* The jinrickshaw man, in spite of his stupendous hard work, is as merry as a child, and when two or three run together, they laugh and talk like school boys. When his job is completed, he takes his poor pittance with a smile and a bow, and cheerfully trots off without thought of contingency of a supplementary copper.

Tokio, the capital of modern Japan, lies 18 miles from Yokohama, the two towns being connected by the first line of railway built in Japan. Like most of the public works the railway was constructed by Englishmen, who imported all the materials from the home country. The carriages are comfortable and well appointed, but the pace is not exhilarating, fifty minutes being taken to do eighteen miles. The guards and ticket collectors are dressed in neat uniforms. The stations at both termini are spacious stone buildings, with every accommodation, including the morning newspapers set out in the waiting room. Tokio is a vast city stretching over an area of eight square miles. Its population is not far short of a million. It differs distinctly from Yokohama inasmuch that, save in the immediate precincts of the Court, it has resisted the incursion of Western ideas and fashions.

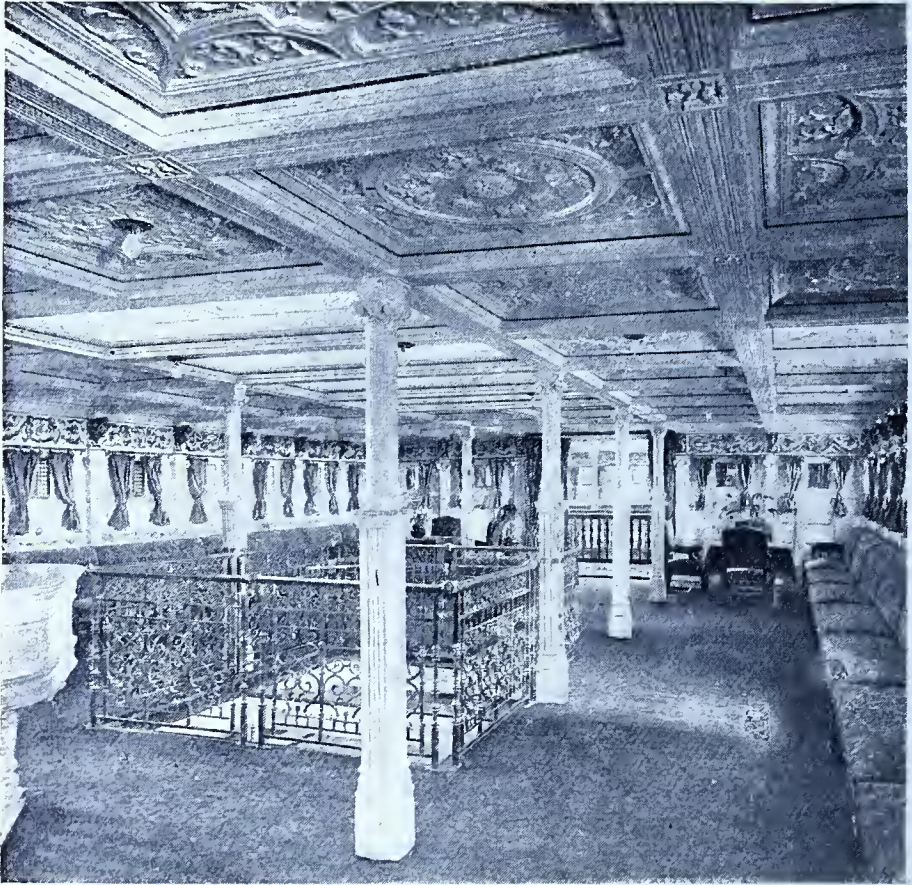
I visited it for the first time on a fête day, when all the population seemed to bend their steps towards the great temple of Asakusa. The multitude thronged the steps of the Temple, and from its heights were seen surging on, an apparently endless stream. The sun was shining forth after weeks of rain, and the people out for a holiday meant to enjoy it. They took their pleasure cheerily and gently. There was no pushing or jostling, and not a tipsy person in the thousands. They drank tea, a faintly yellow liquid, out of tiny cups, and if they took a cup or two of saké, it did not affect their outward behaviour. Their politeness is unbounded. A man or woman of the poorest class, approaching an acquaintance, bends as lowly before him as if he were the Mikado. They are always laughing, out of pure light-heartedness, and do not mar their holiday with excess of any kind—unless it be of devotion.

Nikko is worth visiting, not only for the beautiful temples, with which it abounds, but for the opportunity of seeing the interior of the country, and finding the Japanese really at home. We took train from Tokio to Kumagai, where the jinrickshaw-man appears in his true colours, which are almost entirely fleshly. It is a little startling to the foreigner landing at Yokohama, to discover a race of half-clad men, but the Yokohama coolie is over-dressed as compared with his brother in the interior. If, when he is running, the coolie, in addition to a loin cloth of narrowest limits, wears a blouse coming down to his waist, he has sacrificed much comfort on the altar of decency. It is quite as common to meet one with nothing on but a pair of sandals and a pocket handkerchief girt round his loins.

In November the mornings in Japan are like those of late spring in England, and almost as leafy, though the trees have begun to put on autumn tints. In addition the chrysanthemum is blooming in every

garden and often by the wayside. The rice harvest is in full swing, and close by the brown wet earth, whence the crop has been cut, there are long furrows in which light green shoots of some other crop boldly spring up. So fruitful is the soil of Japan when skillfully treated, and so kind the weather, that in many places two crops are gathered every year.

All preconceived notions of personal discomfort and semi-starvation, when travelling in the interior, are agreeably dispelled. At the various tea houses on the route we (a party of three) had



Drawing Room, S.S. "Himalaya."

two, and sometimes three rooms spotlessly clean, the straw matting shining in its virgin purity. At Tochigi there were a table and three chairs, which looked grotesquely out of place in the dainty room, but were nevertheless acceptable. The tea house provided a small oil lamp and one of those large square white paper lanterns which, with the expenditure of a little oil burnt through two wicks like wax matches, diffuse a surprising quantity of soft light. We had a private stock of candles and two of these stuck in bottles completed an illumination that left nothing to be desired. For dinner we had

Mulligatawny soup, roast mutton, curry and rice, soup and meat—out of tins it is true, but skilfully prepared by our guide. This is a fair specimen of our meals through the trip, whence it will appear that with a little forethought and a good guide, travel has no unusual discomfort in Japan. From Tokio to Nikko and back we travelled 250 miles in six days, chiefly in jinrickshaws. It may be interesting to know that the journey cost us a trifle over £36 or £2 each per day.

The famous shrines of Nikko, the tombs of the Shoguns, lie outside the little town, at the foot of the hills on the other side of a bustling river. The town itself was not born yesterday, but the tombs and temples count their years by centuries. The importance of Nikko dates from the 17th century, when Iyeyasu, the founder of the mighty race of Tycoons, who for 250 years held Imperial sway in Japan, was buried here. The first Tycoon (or Shogun as he was earlier called) was deified, and religion was called in to aid courtiership in making Nikko a holy place. I confess the great red temples, with their gilt and gingerbread gods, did not attract me. But probably there is subtle design in this, and the gaudiness of the temples is designed to render more impressive the simplicity of the burial places. It is behind these places through a beautiful approach of grey stone steps, girt with moss-grown walls, the sunlight peeping through the trees beyond, that the tombs of the great Shoguns lie. Here, remote from human life, sleeps the great soldier Iyeyasu, and his greater grandson Iyemitsu, the one the founder, the other the consolidator of the mighty line of Shoguns. Their moss-grown graveyards are girt about with solemn cryptomeia, and the only sound that breaks the stillness of the place is the sighing of the wind through the branches.

This is not intended as a guide book, and its strictly defined limits do not permit even of enumerating the places to see in Japan. But Kioto should certainly not be missed. Of all the towns in Japan accessible to the foreigner Kioto is by far the most interesting. Compared with it, in point of years, Tokio is but a stripling, and Yokohama a puling infant. There is no European quarter in Kioto, and, judging from the rapt attention of the natives, I should say that the average of Europeans finding their way thither in the course of a year is very small. The streets are not quite so densely crowded as those of Tokio, but there is all about the same air of good-humoured bustle. In Tokio and Yokohama, and throughout the North generally, it is not good taste to dress in colours. Dark blue, unrelieved by any variety, is the ordinary walking dress of the native ladies, and women in lower station adopt the custom. The Southern blood of the Kioto ladies revels in colours of brighter hue. A peacock is nothing to a Kioto girl out for the day. A parroquet is more closely imitated. Bright reds, violets, greens and yellows are frequently seen adorning the same little person. There are some pretty girls in Tokio and Yokohama; there are some ugly ones in Kioto. Eight out of ten met in the streets of Kioto are decidedly pretty.

The streets, with the exception of one or two thoroughfares crossing the city, are curiously narrow. Passing through some lanes

in the jinrickshaw it is almost possible to sit in the middle of the road and help yourself from the stores displayed in the shops on either hand. The buildings are very low, so much so that, glancing down their length, it seems as if they were all one storey high. All the roofs are deeply gabled, there not being a straight line anywhere in view. In the bright sunlight, and under the blue sky arched over the city in November days, the streets are full of pleasant pictures. At night, when Chinese lanterns hang from shop fronts, and others go twinkling through the throng pendant from the right hand shaft of the jinrickshaw, it looks like a scene taken from a superlatively well-appointed stage.

Kobe, a pretty little town at the head of the Inland Sea, stands in the same relation to Kioto as Tokio does to Yokohama. It is one of the foreign settlements with stone built houses, streets broad and straight and other tokens of Western domination. More and more as the years advance Kobe and Yokohama, alternatively the port of arrival and departure from foreign parts, will grow liker to Europe and less like Japan. Tokio, too, may, under the influence of the Court, grow increasingly like the commonplace European town. But Kioto, the Capital of the Mikados, lying *perdu* in the green valley, with an encircling chain of everlasting hills, must always preserve its old-time look, and charm the western traveller with all the unconscious and untranslatable inborn beauty of Japanese life.



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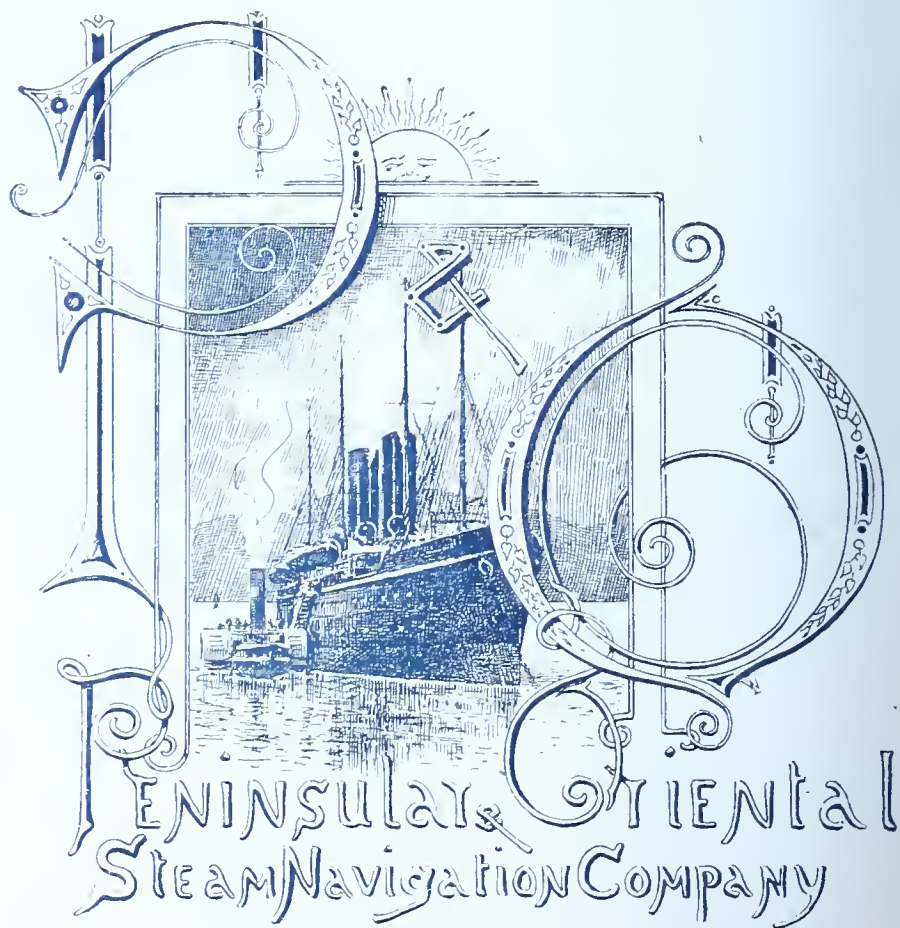
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